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Kolp, E. R. & D. C., grain and seed dealers.*
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Directory of the Grain Trade

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Zahn & Co., J. F., grain, seeds.*

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Consignments Solicited

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Kansas City, Mo.

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Use it for your Consignments.

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Established 1895

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MILL ORDERS

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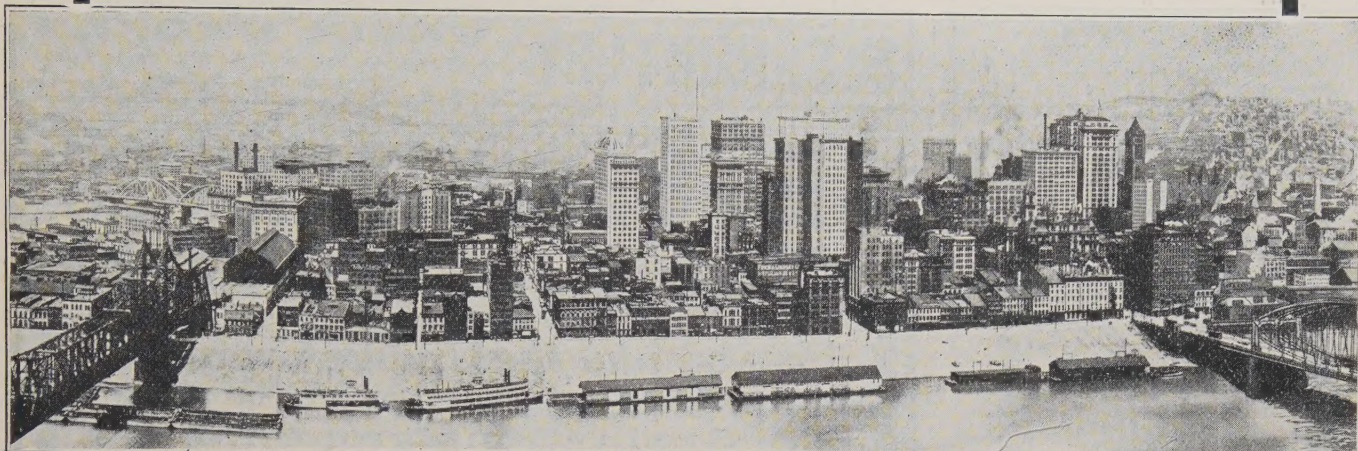
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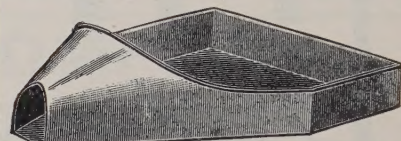
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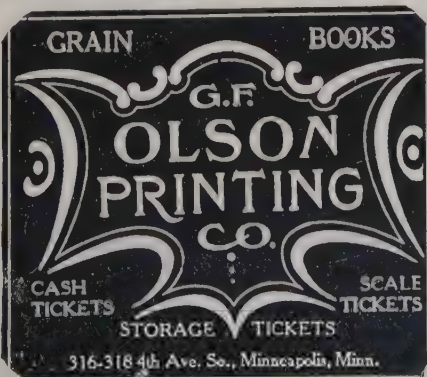
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Best of attention given each shipment.
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BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

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MUELLER GRAIN COMPANY
Receivers and Shippers
GRAIN & HAY
Consignments Solicited. Track Bids Made on Request
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BY
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No commission charged.

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**Invites the Membership
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June 2nd &

**While Here Inspect Our
Your**

Make our office

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R O

3rd, 1914

**Facilities for Handling
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we are in a position to get you Top Prices. Quick and Satisfactory Returns and a Square Deal all the time. Then try us with a car, and give us a chance to "make good."

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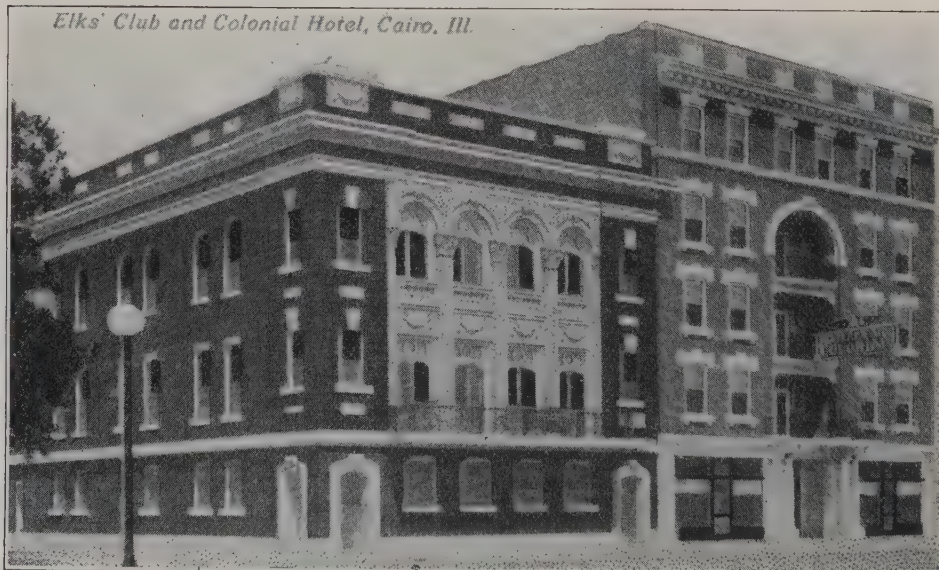
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(EUROPEAN PLAN)

Elks' Club and Colonial Hotel, Cairo, Ill.



Come
to
Cairo

June
2-3

Directly across from the Armory (headquarters for the Illinois Grain Dealers Convention). The Colonial will be thrown open for the convenience of the members of this meeting. Adjoining the Elks Club—two minutes from everywhere; elevator service, cafe and grill room in connection open to 12 P. M.

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The above picture represents a train of 53 cars loaded with 35,000 bushels of grain, destination value \$25,000.00, freight charges \$6,240.00 and shipped by us in one day via St. L. I. M. & S. R. R. to Texas, being that day's receipts and shipments of grain alone. This train was not broken until it reached Paris, Texas, and was distributed among our customers throughout the state south of that point. During the month we shipped from 20 to 40 cars daily. This one day's shipment of 53 cars was our banner day.

No order of grain or hay too large for us to handle. No inquiry too small to receive attention. When you have grain or hay ready for shipment consign it to us, or write or wire for bids. Quick service, prompt returns and satisfactory prices guaranteed.

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Capital \$250,000 Surplus \$50,000
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Grain Dealers
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Form 89 S.W.C. is endorsed by leading shippers associations. Especially adapted for use in connection with claims for Loss of Weight in Transit. Each ticket gives the following information:

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Printed in two colors of ink and numbered in duplicate. Seventy-five originals on Goldenrod Bond paper and 75 duplicates on tough pink manila. Well bound with heavy hinged press-board covers so book will open flat. Three sheets of carbon paper.

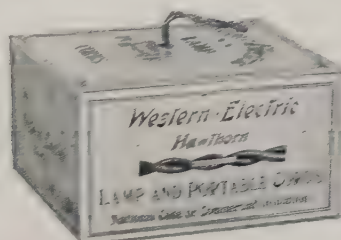
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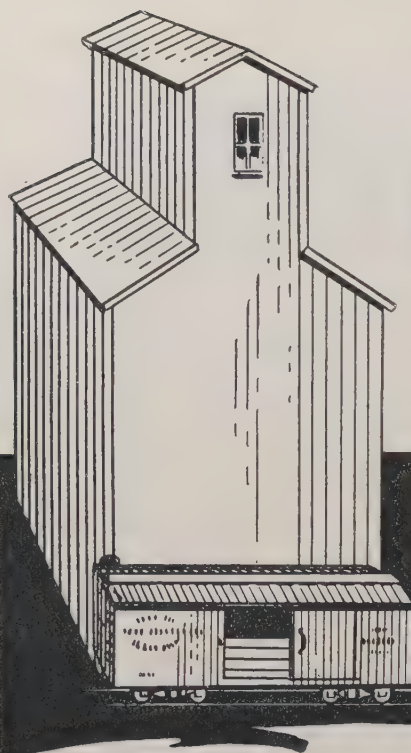
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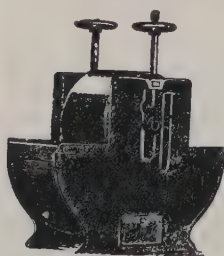
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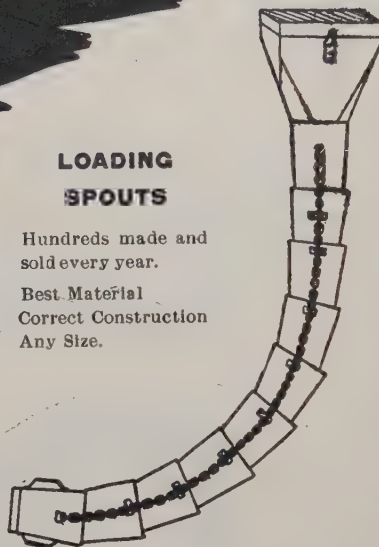


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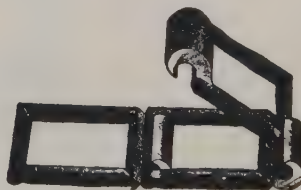


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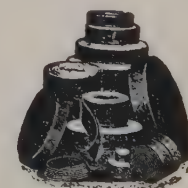


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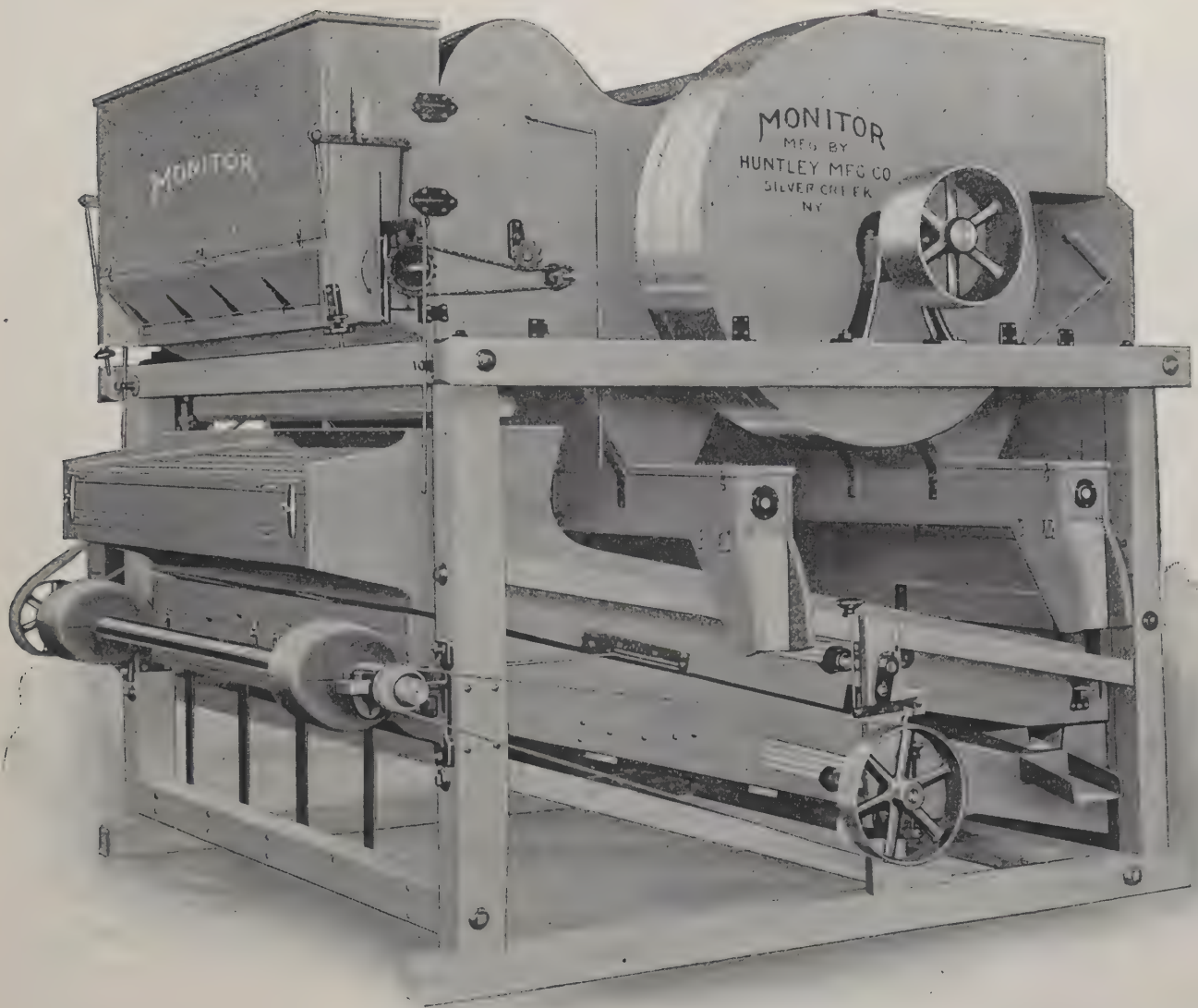
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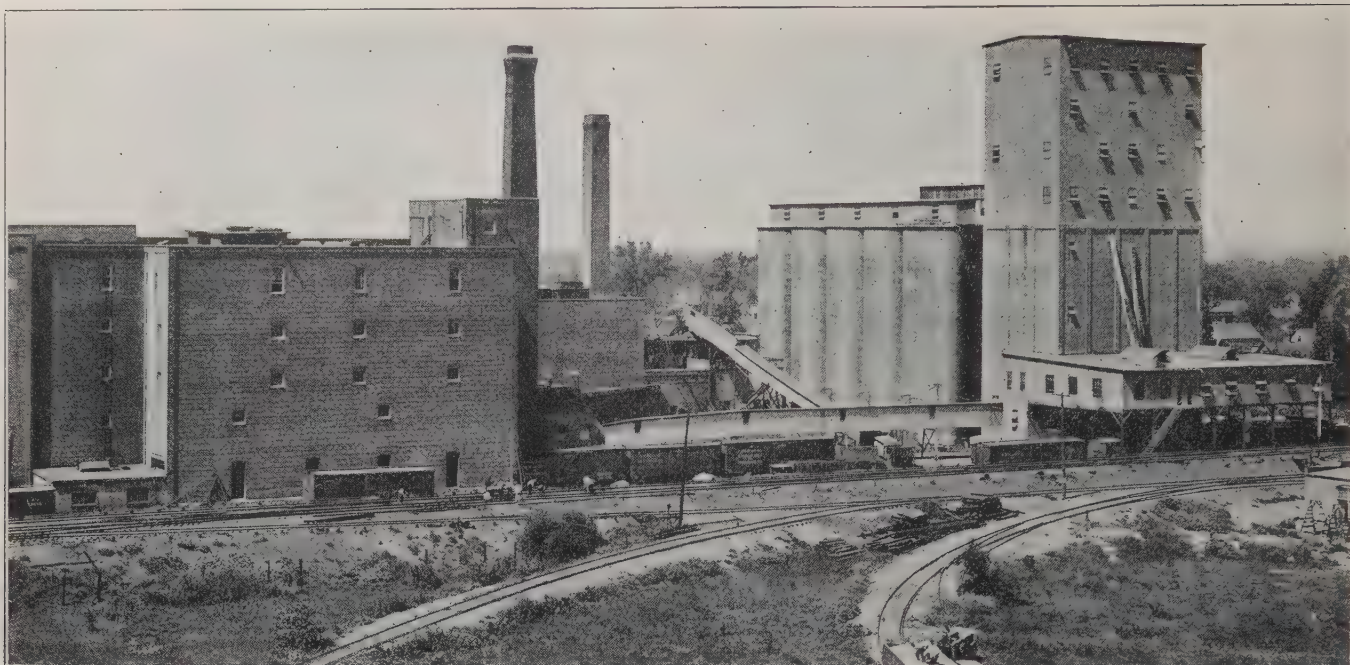
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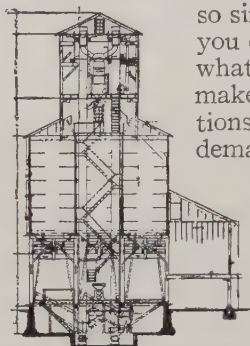
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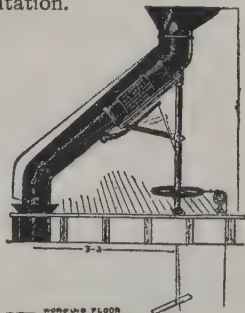
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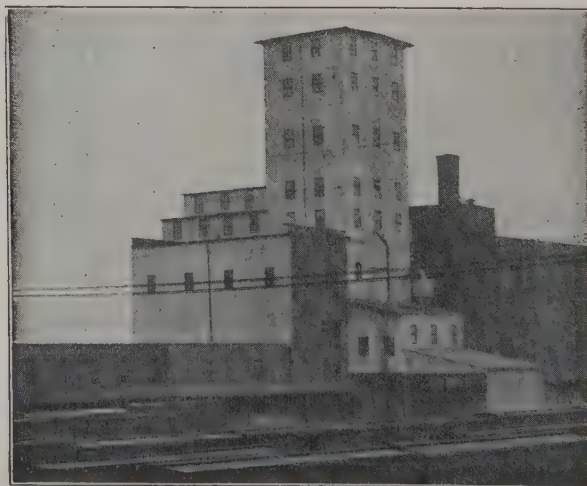
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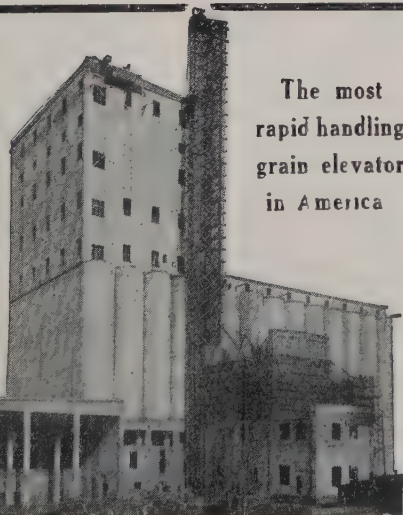
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Is built for service. Made from
Selected White Birch, has direct
acting springs, double safety de-
vice that will not fail, runs easy,
unnecessary to bolt or lock it
while not in use.

Has wire cable and cotton hand
line. Sold on 30 days trial. Write
for circulars and prices.

Manufactured and for sale by
**R. M. Van Ness
Construction Company**
Fairbury, Nebr., and Lincoln, Nebr.



Often
Pay for
Them-
selves in
Two
Months



Get our new handsome catalog,
describing all of our models fully.

Select the one that will suit your elevator and we will ship it on 30 days trial. You to be the Judge.

MAROA MFG. CO.,

Maroa, Ill.

**SUCCESS
SAFETY MAN LIFT**

ATTENTION,
ELEVATOR CONTRACTORS!

Write us for our Special
Proposition for 1913

DO IT NOW

HASTINGS

Foundry & Iron Works
HASTINGS NEBR.



**Safety Should Be
Your Watchword!**

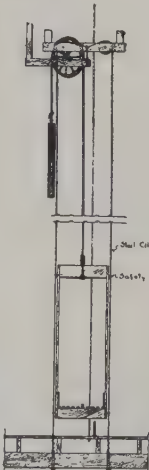
Install a manlift in
your elevator that will
not endanger the lives
of your employees.
The Bird Cable Guide
Manlift can be in-
stalled for

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the cost of others. Special
features include safety de-
vice in case of accident;
wire rope guides easily kept
in alignment; ball bearing
on main top sheave. Safety
first, install a Bird.

Write or full particulars.

C. E. BIRD & CO. Corn Exchange
Minneapolis



**Determine the exact dockage
of every load of wheat**

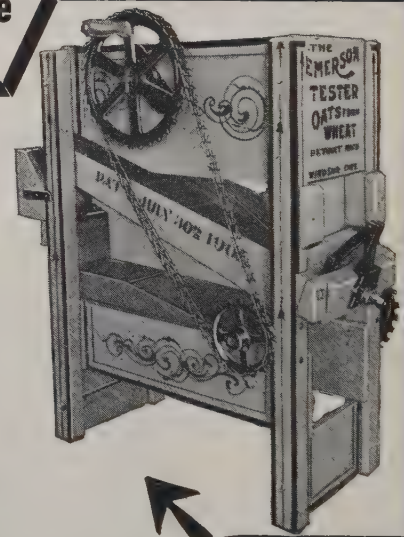
**THE EMERSON
OATS FROM WHEAT
TESTER**

eliminates all guesswork in dock-
age, and saves all the wheat.

Over 1500 elevators now using this tester.

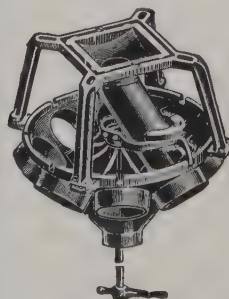
The EMERSON is the most convenient
and satisfactory wheat tester made.
The saving in wheat, time, mistakes and
money soon pays for the Emerson.
Write today for further particulars.

WM. H. EMERSON & SONS
DETROIT, MICH. WINDSOR, ONT.



**THE HALL SPECIAL
(Elevator Leg)**

Have you ever had to stop your elevator, to clear a choked boot,
when you were in a hurry to take in grain or to ship it out?



Hall Special Elevator Legs

completely obviate this trouble. Users never think about
chokes or delays with this system, for they never have them.
The bucket belt runs steadily, and constantly, every bucket
completely full, with no attention at the feed gate.

You elevate double the amount of grain in an hour, or a day,
you would with any other system, or, what is the same thing,
you only need half the size buckets and leg equipment to do
the same work, and do it easier, and better and systematic.

The Hall Signaling Grain Distributor

Our idea is that the Distributor should direct all the grain to the exact
spot with the least trouble or care, not only now and then, but always.
That is the service that the Hall Distributor performs.

HALL Distributor Company, 222 Ramge Bldg., Omaha, Nebr.

If Your Business

isn't worth advertising
advertise it for sale

Indispensable in Flour Mill or Elevator

Barnard's Employees Belt Elevator

saves the energy and time of both employer and employees.

It moves them easily and quickly from floor to floor and enables them to give better and more frequent inspection to machinery and plant.



Is superior to other elevators of its class because of its patented features.

The platforms do not tip but have an independent bracket support and rollers for each tread.

The new construction also furnishes a guide to the carrying rolls against displacement, either inward or outward, making the platform entirely free from tipping or swaying.

Pat. Feb. 24, 1914

Is entirely free from the jerk and jar which is a disagreeable feature of other elevators.

These features in connection with its all steel construction, makes it one of the most durable, silent and efficient elevators on the market.

Give it a trial.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND



MILL FURNISHERS



ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

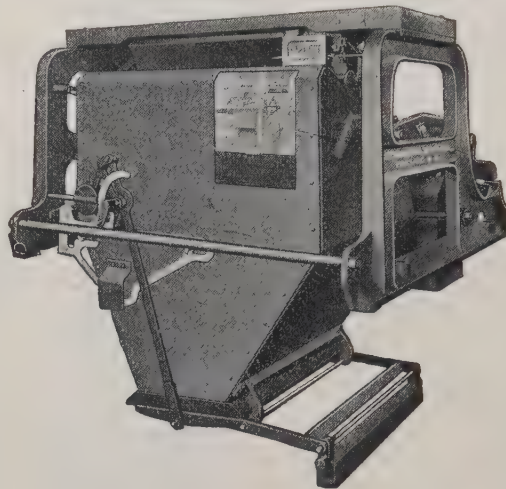
The
Strong-Scott Mfg. Co.
MINNEAPOLIS, MINN.

Northwestern Agents for

Invincible Grain Cleaners,
Richardson Automatic Scales,
Knickerbocker Dust Collectors

You Buy Grain

Over your wagon scale—but do you weigh it before shipment? Hundreds of grain dealers don't. Are you



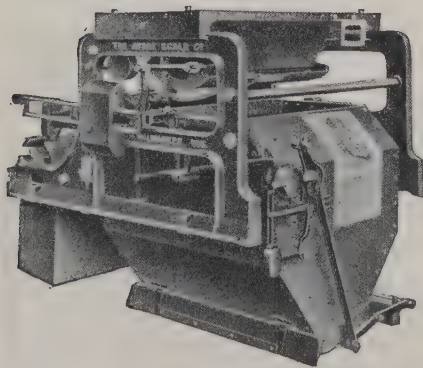
among that class? Can you afford to ship thousands of dollars worth of your grain without a check?

Install a RICHARDSON AUTOMATIC SCALE and be positive of your shipping weights. Don't put it off—phone—

wire or write TODAY—it won't obligate you.

Richardson Scale Co.

1909 Republic Bldg., Chicago 415 Third St., Minneapolis Box 305, Omaha, Neb. Passaic, N. J. 818 N. Emporia St., Wichita, Kan. Dallas, Tex. 887 Ellicott Sq., Buffalo Lethbridge, Alta. Bridgeburg, Ont.
FACTORIES: Passaic, N. J. WAREHOUSES: Chicago, Minneapolis, Wichita, Kan.



Do You Know

the weight of the car of grain that has just been shipped? Are you safeguarded with some tangible evidence thereto in case of dispute with carrier or receiving concern? If not, why not?

The

Avery Automatic Weight Is the Safe Way

Let us spread before you the reasons why so many elevator men are choosing the Avery Scale for installation this Spring.

AVERY SCALE CO.
N. MILWAUKEE, WIS.

732 Marquette Bldg., Chicago. 1600 U. S. Express Bldg., N.Y. City.
Room A-1 Chamber of Commerce. 426 Board of Trade, Indianapolis, Minneapolis, Ind.
310 Merchants Exchange, St. Louis. 441 Brandeis Bldg., Omaha, Nebr. 202 Boston Bldg., Kansas City.
Canadian representative—Canadian Allis-Chalmers, Ltd., Toronto, Ont.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

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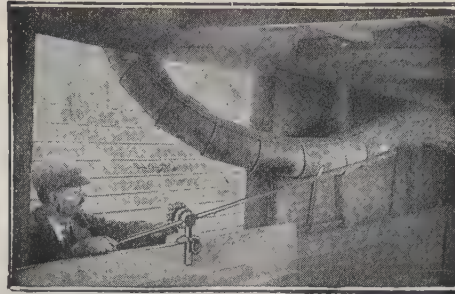
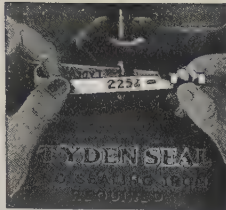
Claim Losses Prevented

by **TYDEN SELF-LOCKING CAR SEALS** bearing your name and consecutive numbers. Thousands of shippers use them.

Write for Samples and Prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Gen'l Sales Agent
617 Railway Exchange Bldg, CHICAGO, ILL.



The Englehart Flexible Spout Holder and Carloader

Saves Time, Labor, Health and Money. What more? And every Elevator can easily afford one, and should have one. Guaranteed for one year, and will no doubt last a lifetime. Saves the time and labor of climbing into car to tie up spout and shoveling in the poisonous dust while loading. Hundreds in use in 18 different states.

Lowest prices on Flexible Spouts, Automatic Hopper Tallies and Racine Separators, and all Supplies.

NORTHERN DISTRIBUTING CO.,
Grain Exchange, Winnipeg, Man.

L. E. TAYLOR & COMPANY,
Flour Exchange, Minneapolis, Minn.

BOWSER FEED MILLS

GROW HEALTHY STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running**. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSER CO.
South Bend, Ind.



\$2.00 is the proposed charge for spotting cars.

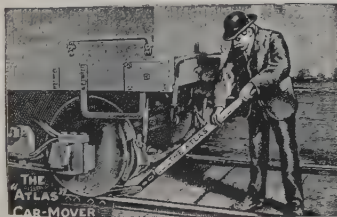
SAVE this much and more by buying an

ATLAS CAR MOVER

PRICE \$5.00

Oneman with an **ATLAS** can easily move a loaded car.

Address

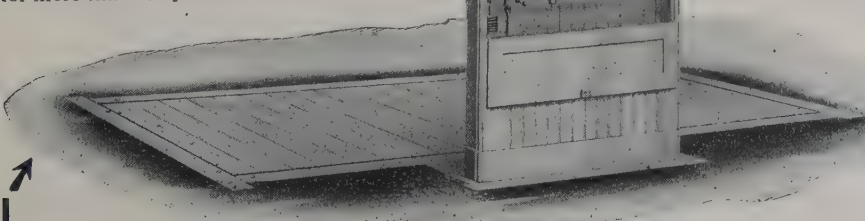


APPLETON CAR MOVER CO.
APPLETON, WIS.

You Know

You want to do business with the grain shippers. Tell them so. The Grain Dealers Journal reaches them.

The principle of Fairbanks Scales, correct at the beginning, has remained unaltered for more than 100 years.



Let us give you particulars in Catalog 127550.

Fairbanks, Morse & Co.

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St. Louis

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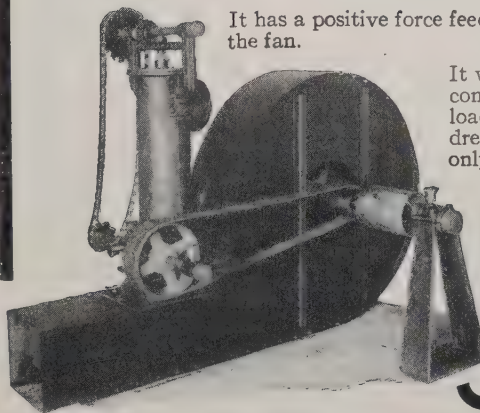
Omaha
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If you want the best machine for handling grain in any condition, look over the

Bernert Pneumatic Conveyor

It has a positive force feed, that can be used anywhere ahead of the fan.



It will not crack or bruise grain, in any condition, dry or wet. It will convey and load cars, just as effectually, several hundred feet away as if the distance were only ten feet. It will do elevating, and transfer around angles. It will trim the largest boat to the fullest capacity, quickly and effectually. It will deliver the material where desired. For more information, write for catalog No. 5 to

BERNERT MFG. CO.

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Milwaukee, Wis.

A Mattoon Car Loader

SAVES HEALTH Because you are not compelled to get into car and breathe the poisonous oat dust.

SAVES GRAIN Because it puts all of the grain into the car and cleanses it besides.

SAVES LABOR Because it gives a quick and automatic distribution.

SAVES MONEY Because it saves grain, health and labor.

It will fill the largest car to full capacity and actually better the quality of your grain. The Mattoon is perfect in principle, extremely durable, easy of operation. It needs no attention after starting.

Here is where your money will go farthest and produce lasting good results.

MATTOON GRAIN CONVEYOR CO.

MATTOON

ILLINOIS



"Fairbanks" Built with simplicity that approaches perfection.

Platform rests on four levers suspended from corners of foundation. Levers connect with beam in simplest possible way, eliminating unnecessary parts. Knife edges of special-quality steel rest on tempered steel plates inlaid in platform bearings. Friction is reduced to a minimum. The result is continued accuracy and extremely long life.

"International Feeds Fill International Needs"

Getting Together

Simply *reading* about the big International line of 8 feeds won't make *you* money—it's action on *your* part that counts. Our big list of money-making customers is growing bigger daily. Why not get on? A postal brings the facts. Remember, a single car of mixed International Feeds will provide you everything you need in this line, and all at carload prices.

International Feeds

Here's the complete list. Read it over:

Dan Patch Special Horse Feed—A World's Champion Horse Feed formulated and endorsed by Mr. M. W. Savage, owner of the World's Champion Pacing Horse, Dan Patch, 1:55.

International Special Dairy Feed—A ready ration for dairy use. Costs less than ordinary grain feed. You cannot buy a better milk-producing ration than International Special Dairy Feed.

International Climax Feed—Costs less money than Special Dairy Feed and is giving splendid satisfaction wherever sold.

International Sugared Hog Feed—A concentrated feed for mixing with grains. Fattens hogs rapidly, makes pigs grow, keeps them healthy.

International Sugared Cattle Feed—A concentrated feed for mixing with grains. Fattens cattle quickly and gives a fine finish.

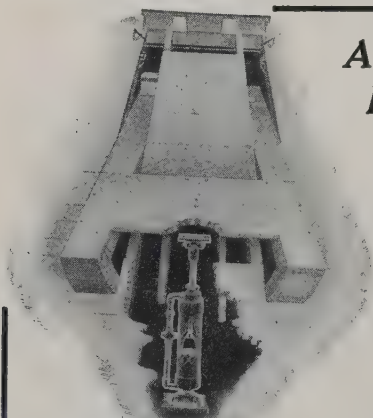
International Poultry Feed—A scientific blending of wheat, corn, oats, barley, Kafir-corn, sunflower seed. Increases egg production and keeps fowls in healthy condition.

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International Calf Meal—A complete and cheap substitute for milk. Grows calves at a low cost without milk.

International prices are always in line with the market. Get in touch with us today—now.

International Sugar Feed Company
Dept. BF, Minneapolis, Minn.
Mills at Minneapolis and Memphis (18)



A Good Investment— An Automatic Dump Controller

It not only saves you the cost of many heavy damage losses throughout the year but brings you business as well. Farmers

go where there is an Automatic Dump Controller because of its safety.

Simple, durable, automatic, no gearing, easily installed on any dump, out of the way, self-lubricating and does not affect the sink room. We guarantee it. A larger number in use than all others combined.

Write for prices and particulars today.

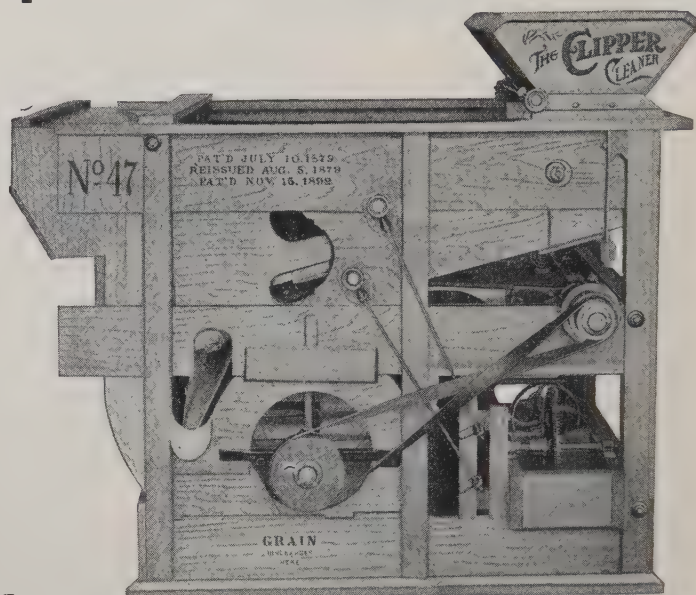
McMillin Elevators

If you contemplate the building of a new elevator or the remodeling of your old one you will make no mistake in consulting me before letting the contract. Quality elevators is my specialty.

L. J. McMillin Board of Trade
INDIANAPOLIS, IND.

No. 47 "Clipper" Cleaner

With Traveling Brushes



Stands without an equal for the economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. The fine separations of our machines have not been equalled by any other cleaner.

Our Cleaners are quickly and easily installed and simple to operate. We have machines with and without Traveling Brushes, Special Air Controller and all modern Improvements.

The "CLIPPER" is used in thousands of local elevators all over the country. There is no other cleaner of medium price and good capacity so well adapted to this class of work.

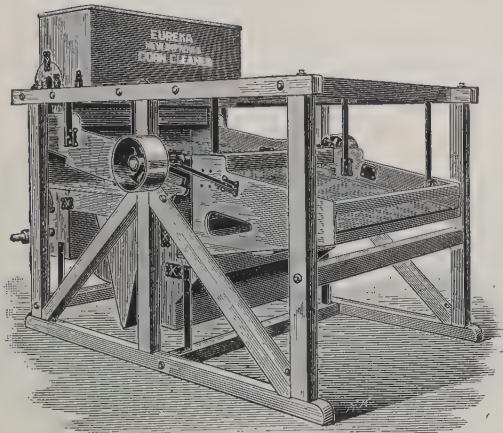
Our Cleaners require but one-quarter the power of a suction cleaner of equal capacity and will do a greater variety of work. We have the only successful combination cleaner on the market and we guarantee satisfaction.

Catalog and Screen Sample Plate free.

A. T. Ferrell & Co.
Saginaw, W. S., Mich.

EUREKA CORN CLEANERS

Avoid the Danger of Shipping Dirty Corn



HEAVY DUTY CONSTRUCTION

Secretary C. B. Riley, of the Indiana Grain Dealers' Association, in a report, shows the necessity of properly cleaning corn before shipment. The vast amount of off-grade corn which is arriving in the various terminal markets due to broken cobs and corn filled with husks, silks and other moisture conserving material emphasizes the value of installing in the elevator the best cleaning machinery obtainable.

Install a good Cleaner — the best of all is the "EUREKA"

A Trade Mark,
"To Distinguish the
Best from the Rest"



THE S. HOWES COMPANY
SILVER CREEK, N.Y.



A Trade Mark,
"To Distinguish the
Best from the Rest"

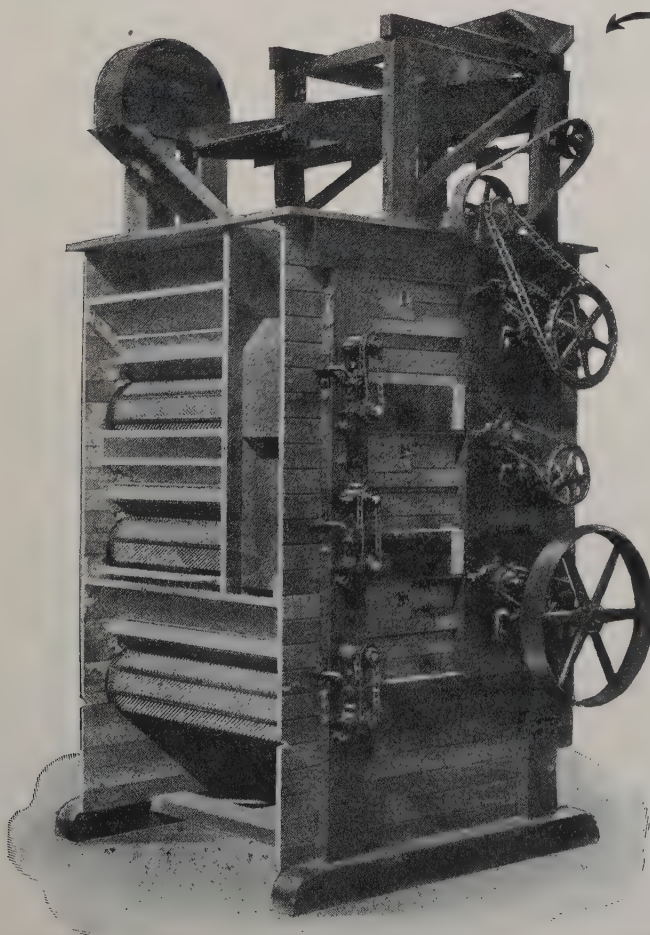
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Special Sales Agents—The P. H. Pelkey Construction Co., Wichita, Kans.



If you knew of the splendid results obtained, and the increased profits that are in store for you, you would, without hesitation, install a

RICHARDSON Oat Separator

The Richardson is different from all others; its principle is mechanically correct for accomplishing many separations in a perfect and economical manner, which cannot be made at all satisfactorily by the sieve and suction principle.

GENTLEMEN: We are getting very satisfactory results from our Richardson oat separator. I know of no other machine that will do the work nearly as well.

Yours truly,
HUHN ELEVATOR CO.,
A. Huhn, Pres.

Minneapolis, Minn.

Satisfied users like the above are the best evidence obtainable that the Richardson is supreme in its field, and we believe unconquerable.

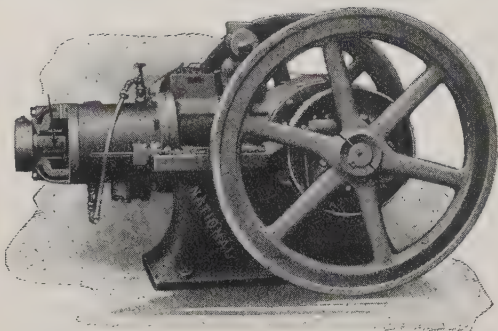
Do Not Delay—write right now to the

GRAIN SEPARATOR CO.

Sparta, Wis.

Winnipeg, Canada P. O. Box 726

National Oil Engine



Cheaper power, better service, spells greater profit for you.

A National Oil Engine will bring this about. It burns all the lower grades of oils. It is simple in design, substantial in construction, has no complicated parts, requires no batteries, magnetos, hot tubes, spark plugs, carburetors or mixing valves.

The earlier you install one the greater your saving will be.

Get our catalog and prices.

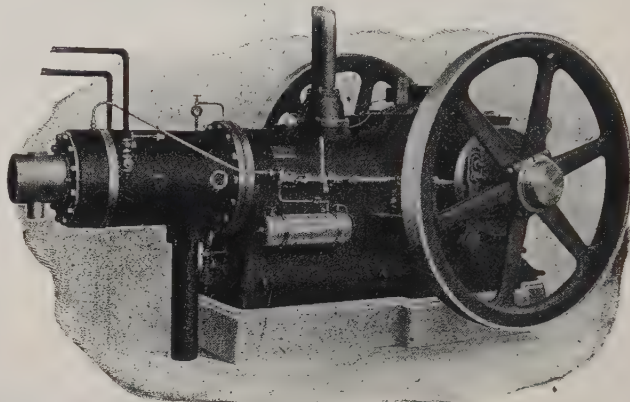
Do it now.

National Steam Pump Company
Upper Sandusky, Ohio

CERTAINLY, YOU HAVE HEARD ABOUT THE "MUNCIE OIL ENGINE"

The Ideal, LOW COST POWER UNIT, USES LOWEST GRADES OF CRUDE OIL OR FUEL OIL COSTING TWO TO THREE CENTS PER GALLON AT REFINERIES. You can run a fifty H. P. Muncie for 20 to 25c per hour full load.

CHEAPER than any other power, better than steam, steady as electric power, quick started, always ready for business, carries ample overload, liberal proportions. Approved by underwriters and sold on POSITIVE GUARANTEE. Thousands in use. Mill owners everywhere specify THE MUNCIE. Write for full particulars of saving we can make you. State size needed and will send you latest catalogues of full line.

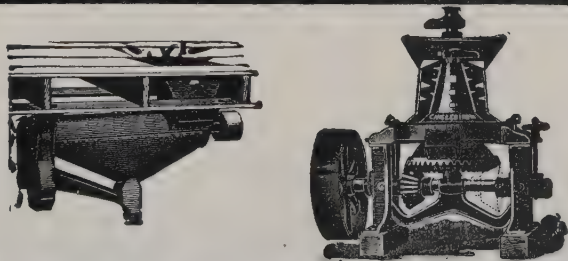


Type "C". Sizes 40, 50, 60, 75 and 100 H. P.

Muncie Oil Engine Co.

54 Ohio, Corner Railroad Muncie, Ind., U. S. A.

Triumph Corn Sheller and Crusher



THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

'HOTEL VENDOME'

THE MINNEAPOLIS DOLLAR HOTEL
200 MODERN ROOMS

Located in Heart of Business District

Automatic Sprinkler and
Fire Proof Construction

\$1.00 SINGLE RATE \$1.00

Rates for Two Persons, \$1.50. Private Bath and Toilet Extra

GRAIN ELEVATOR EQUIPMENT

We Stock and Manufacture a Complete Line of Equipment for

GRAIN ELEVATORS

PROMPT SHIPMENTS GUARANTEED

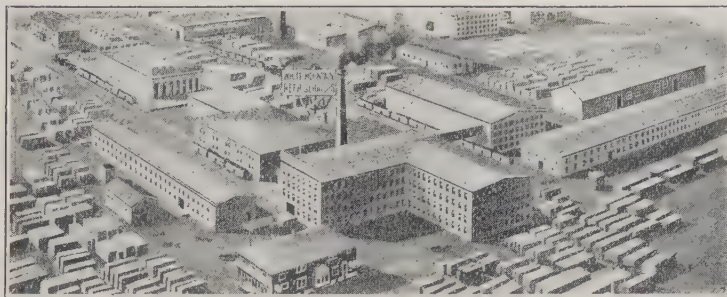
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The Manitoba Bridge and Iron Works, Ltd.
WINNIPEG, CAN.

Not a Cent for Paint or Repairs In Twenty Years

This great plant was covered with J-M Asbestos Roofing twenty years ago and in all that time it has not cost a cent for maintenance.

A remarkable record. But not exceptional for



Maine Manufacturing Company's Plant, Nashua, N. H.
One of the Largest Refrigerator Factories in the World. Covered with J-M Asbestos Roofing.

J-M ASBESTOS ROOFING

This roofing has given similar service for fifteen to thirty years on hundreds of buildings of all types. J-M Asbestos Roofing never requires coating, gravel, or any other form of protection—because it contains nothing to deteriorate.

Made of Asbestos (rock) fibres and Trinidad Lake Asphalt—both minerals.

Literally a roofing of pliable stone, with all the qualities of stone. Gives perfect fire protection. And is not affected by heat, cold, salt air or chemical fumes.

Lower in first cost than tin, slate or shingles. *The cheapest of all roofings on the cost-per-year basis.* J-M Roofing Cleats, packed in each roll, make joints

absolutely water-tight. And as they eliminate the smearing of seams with black cement, they give the roof an unbroken handsome white surface. Furnished in ready-to-lay and built-up form. Sold direct if your dealer can't supply you.

We are also prepared to furnish J-M Regal Roofing which, although low in price, is the highest grade rubber roofing on the market.

Write our nearest Branch for specimens of Asbestos rock and Catalog.

H. W. JOHNS-MANVILLE CO.

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Baltimore	Dallas	Milwaukee	Pittsburgh
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THE CANADIAN H. W. JOHNS-MANVILLE CO., Ltd.
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Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

THE MILL OF GREATEST ECONOMY AND EFFICIENCY

The "Monarch" Ball Bearing Attrition Mill

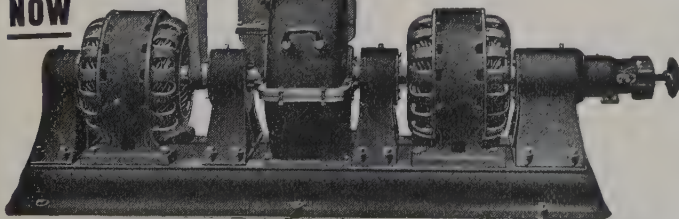
Supplied for Direct Electric Motor or Belt Drives

Most economical in operation because it requires 25% to 50% less power than Babbitt or Brass Bearing Mills. It is lubricated by means of compression Grease Cups, eliminating the use of Oil, cutting down the cost of operation and raising the standard of cleanliness.

Most Economical not only on account of the Saving in power, but also **maintenance**, because the **Up-keep expense** is **practically nothing**. All parts interchangeable. Cannot get out of tram and never requires the services of an expert to make Repairs. You never lose time or run up big Repair Bills with a "MONARCH." Produces a better quality and larger quantity of work at less cost. You don't have to take any man's word about the "MONARCH." Prove same yourself under our unqualified guarantee.

Established 1866
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NOW



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WESTERN OFFICE Sales Dept. A

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We manufacture the largest, most improved and most complete line of machinery and supplies for Flour and Feed Mills, Grain Elevators, etc., in the world.

SPROUT, WALDRON & CO.

THE MILL BUILDERS

P. O. BOX 26

MUNCY, PENN'A

Ask us for details on the "Monarch" Ear Corn and Cob Crusher.

Sprout, Waldron & Co.

Box 26 Muncy, Pa.

Please send me detailed information about your wonderful "Monarch" Ball Bearing Attrition Mill.

Name

Town.....State.....

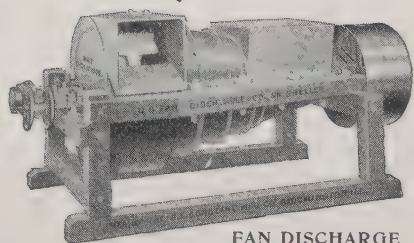
COMPLETE EQUIPMENT

For Your Elevator

QUALITY A1

REASONABLE PRICES

PROMPT SHIPMENT



FAN DISCHARGE

The U. S. Warehouse Corn Sheller

Costs no more than the imitations. Money and time saved when repairs are needed. Only a wrench and the new casting necessary.

All our Corn Shellers are now mounted on heavy wood frames, unless you prefer the all iron sheller.

No excuse for cracked corn when you use the U. S. Corn Sheller.

Send for further particulars.

Don't Forget That We Manufacture

Send us your orders for Sprocket Wheels, Shafting and Bearings, Elevator Boots, Heads, Buckets, Turn Heads, Spouting, Pulleys, Belting, Sheaves and Rope.

CONSTANT



Line

The Constant Safety Manlift

Ball bearings. Easily operated. Strong and durable. Equipped with either Manilla or Steel Cable Hoisting rope.

THE U. S. GRAIN CLEANER

Durable, thorough in operation, and will stand up under a heavy strain. The U. S. has one powerful fan which is under control of the operator at all times, and makes less spouting to build. It can be driven from either side, has two air separations, dustless, light running, all journals run cool, is strong and durable and, in fact, is built to give entire satisfaction. It is guaranteed to clean the grain perfectly for shipping purposes; raising the grades and preventing the grain from heating.



The B. S. Constant Mfg. Co., Lock Box 139 Bloomington, Ill. ←

Beall

THE MARK OF QUALITY

The New Beall Rotating Warehouse and Elevator Separator

This machine is intended for cleaning wheat, shelled corn, oats, barley, rye, rice and all small grains. We offer it with the fullest confidence that it is superior to any cleaner of its kind on the market.

Some of Its Advantages

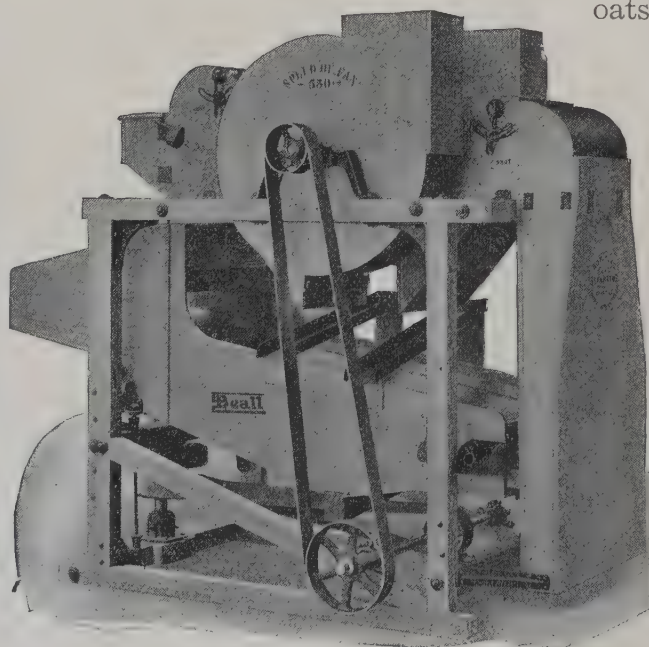
This Separator has four decided advantages which will instantly appeal to the man who has actual practical knowledge of what is required in a grain cleaner:

1. Rotating motion, slow speed and perfect balance.
2. Two fans working independent of each other.
3. Large capacity for amount of floor space used.
4. Small amount of horse power required.

Send for illustrated literature.

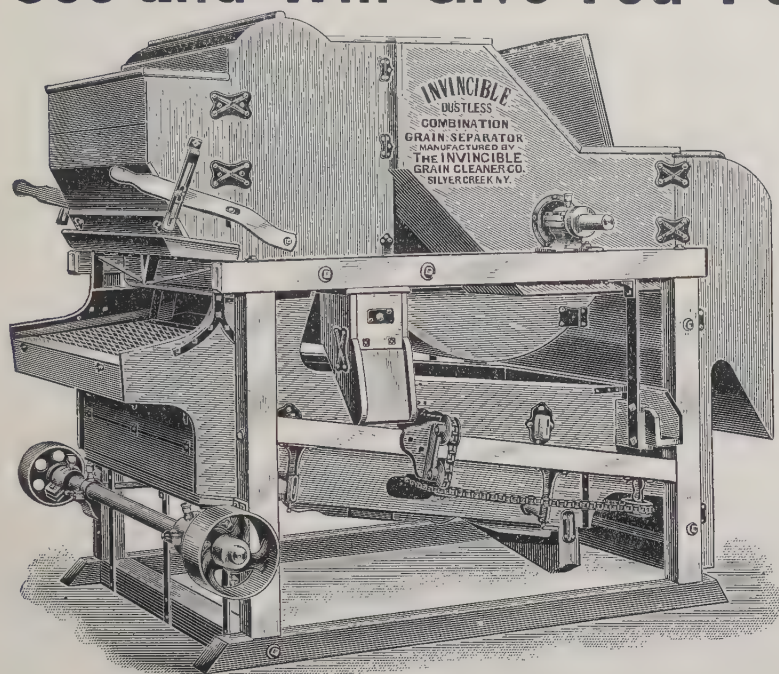
The Beall Improvements Co., Inc.

DECATUR, ILL.



FULLY GUARANTEED

Do Not Overlook It—It Is Designed For Your Use and Will Give You Perfect Satisfaction



If you need a Receiving Separator you would have to search diligently to get a machine that would compare to the INVINCIBLE.

It's just a question whether you prefer to take in the screenings with the wheat at wheat prices or whether you make sure that your good wheat money buys wheat only and not screenings.

The modern way is to clean the wheat from the wagons and pay for the good. That is a legitimate way of getting a proper yield from your dollar.

We send the machine on trial and guaranteed.

Fully equipped with self-oiling bearings and pitmans of the latest type.

Invincible Grain Cleaner Co., Silver Creek, N. Y.

F. H. MORLEY, Jr., 1041 Webster Bldg. Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
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CHAS. H. STERLING, Jefferson House, Toledo, Ohio

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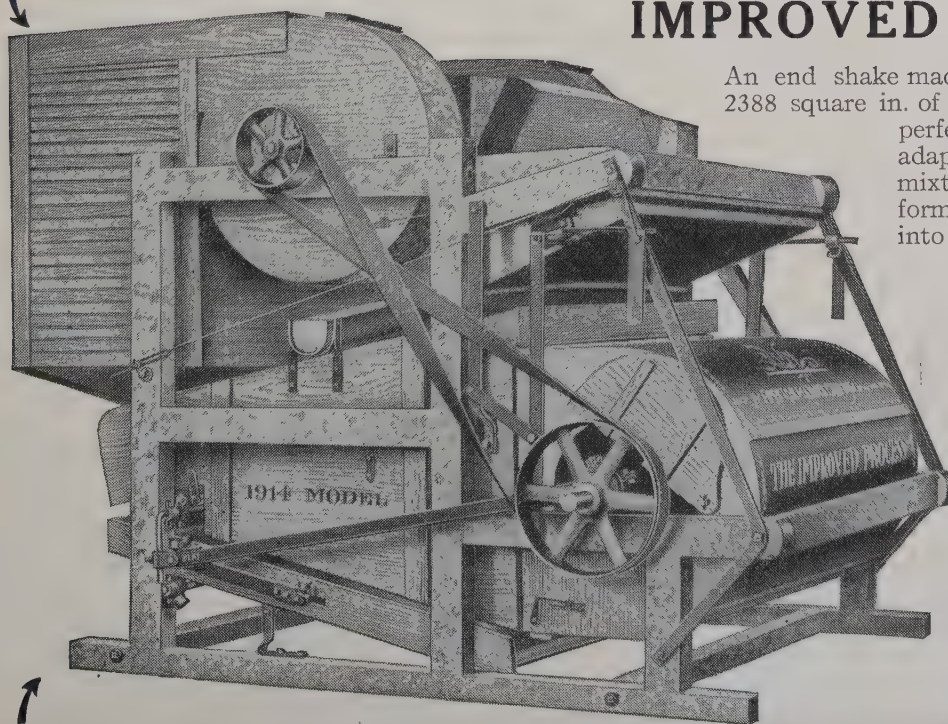
F. J. MURPHY, 234 Exchange Bldg., Kansas City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky. STONG-SCOTT MFG. CO., Minneapolis, Minn.

A NEW FOSSTON PROFIT MAKER

A Big Capacity Combination Cleaner with Unexcelled Separating Qualities. We Introduce It to You as the

IMPROVED PROCESS



An end shake machine, perfectly counterbalanced, 2388 square in. of sieve surface, suction and blast perfectly controlled and regulated, adapted to all kinds of grain in all mixtures and conditions. It transforms the gloomy wild oats question into a pleasant smile.

Equipped with or without Automatic Cleaning Device. Installed on earnings contract or liberal cash terms. An expert from the factory will help you install and show you how to get results,

Ask for catalog and particulars—free.

FOSSTON
Manufacturing Co.

140 Merriam Park,
ST. PAUL, MINN.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

WESTERN INDIANA elvtr. in corn belt on Pan Handle R. R.; 50,000 bu. ca.; modern; in good town; station handles 700,000 bu.; one other dealer. Address Morse, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator, 5M capacity, sells everything that the farmer uses; on N. Y. C. Lines, 35 miles from Cleveland, Ohio. Cheap if taken at once. Address Bert, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Eastern So. Dak. cribbed elvtr., warehouse attached, cap. 35M bu.; handles up to 125M bu.; coal in connection; good competition; price \$5,500. Address Sioux, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE BY OWNER.

Seven elevators, all in South Dakota. Will sell one or all to suit purchaser. Now is the time to buy if interested, before we get to planning on a new crop. Closing out the business reason for selling. Address Box 36, Mitchell, S. Dak.

TWO ELEVATORS on Illinois Central R. R., for sale; 10,000 capacity each; located in busy 1,500 population town in Central Illinois. This is a 600,000 bu. station with crop prospects for coming year, gilt edge. Address Ensign, Box 9, Grain Dealers Journal, Chicago, Ill.

MARSHALL CO., KANS., elevator for sale. Located on M. P. Ry.; good town. Equipped with all necessary machinery. Good annual business. No trades considered. Address H, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

BLACKWELL, OKLA., elevator for sale. 25,000 bu. capacity, equipped with corn sheller and cleaner; wheat cleaner and clipper; 200 bu. hopper scales; three stands of elevators; gas engine. Located in the best farming section of Okla., with the prospects of a bumper wheat crop. Will sell at a bargain, as it is located too far from us. Address J. M. Moberley & Sons, Windsor, Ill.

FOR SALE—25,000 bu. cribbed elevator, iron clad; located at Meeks Sta., Ill., 4½ miles from Georgetown on C. I. & S. Ry. Engine room is of brick construction, frame cob house, 10,000 bu. capacity cribs, private track to elevator and dust house. Equipment includes one sheller, one cleaner, 2 elevator legs, 2 dumps and steam engine. Property covers 1½ acres of land and is in a good grain section of Ill. For further particulars address 419 W. 63d St., Chicago, Ill.

OKLAHOMA CITY, OKLA.—Terminal elevator for sale or rent, with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaner and feed rolls. Motive power: 125-h.p., one 20-h.p., one 15-h.p., one 7-h.p. electric motors. One 40-h.p. boiler to operate Hess Dryer.

This elevator is on private property with trackage on both side, and has free switching to four trunk lines.

Will make favorable terms and accept good land in part payment.

Address J. C. Pearson, Marshall, Okla.

ELEVATORS FOR SALE.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

BARBER CO., KANSAS, elevator for sale, fine territory and large acreage sown. Investigate. Address Box 124, Liberal, Kans.

FOR SALE—Elevator in Central Ill., doing a good business in good town. Address Opportunity, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two elevators, along with coal business; located in best grain products section of Indiana. Address Jeff, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR RENT—My elevator, coal and feed business at Manchester, Kansas. Sickness reason for selling. H. Weaver, Manchester, Kansas.

ELEVATORS FOR SALE—Have a nice lot to select from. Let me know your wants and how much you wish to pay. Address Jas. M. Maguire, Campus, Ill.

FOR SALE—An up-to-date elevator in a hustling North Dakota town. No trade considered. Address Bank, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Fine elevator located at Enon, Ohio. Big 4 R. R. Good coal trade. Good reason for selling. Address Tranchant & Fennell, Osborne, Ohio.

NORTHEAST NEBRASKA elevator for sale. Capacity 40,000. Fully equipped. Good farming country; good outlet. For particulars write Oakdale Grain Company, Oakdale, Neb.

FOR SALE—Two elevators located in the southeastern part of S. Dak., on the C., M. & St. P. R. R. Good location in best part of state. Must sell account of health. Address C. J. Dickson, Scotland, S. Dak.

FOR SALE—Two of the best money-making elevators in Central Ind. Good receipts grain and profitable side lines. Don't answer unless you mean business. Address Ross, Box 4, Grain Dealers Journal, Chicago, Ill.

OHIO elevator for sale, 15,000 bus. capacity; 150,000 bu. business done annually; located in good town on Wabash Ry.; coal business connected. This is an excellent proposition for a hustler. Address June, Box 9, Grain Dealers Journal, Chicago, Ill.

GOOD N. E. WIS. ELEVATOR for sale, with feed mill and hay shed in village of 1,500 on C. & N. W. Ry. Capacity 12,000 bus. Good retail trade. Price reasonable. For further information address Peter Ankerson, R. No. 2, Suring, Wis.

ILLINOIS elevator for sale, 35M, strictly modern and IRON CLAD. Average annual business 200,000 bus. 10M corn cribs; coal bins, 200 ton capacity with 1,500 tons yearly sales. \$1,000 profit on coal alone. Elevator equipped with automatic scale, grain cleaner, feed grinder, etc. Good business; good town to live in. Address Sonper, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two grain elevators in Northern Oklahoma, fully equipped, corn shellers, cleaners, corn meal and chop mill, coal bins. Prospects could not be better, large territory to draw from. This is an exceptional opportunity for someone as both elevators can be managed by one man, being only 12 miles apart. Terms. H. L. Chowning, Oklahoma City, Okla.

ELEVATORS FOR SALE.

GOOD ILLINOIS elevator for sale, or will exchange for farm. Address A. E., Box 9, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA elvtr. for sale; near Texas line; prospects never better; large wheat acreage. A bargain. Address Will Hearn, Hastings, Okla.

OKLAHOMA elevator for sale—\$4,000.00, one-fourth cash, terms on balance to suit purchaser. Address 4000, Box 9, Grain Dealers Journal, Chicago, Ill.

NEW MODERN 12,000 bu. elevator in best corn and wheat belt in state; sold cheap if sold before June 1st. Address W. A. Genther & Co., Waverly, Mo.

TWO GOOD cribbed elevators for sale, also a seed business location. Will sell all or half interest. Address Minn., Box 10, Grain Dealers Journal, Chicago, Ill.

MINNESOTA elevator for sale, 12M bus. cap., located in good town on I. C. For particulars and terms address Canton, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Best "one-man-proposition" in Southern Kans. Owners dissolving partnership. Must be sold in 30 days. No competition. Rich territory. Address Kans., Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Modern elevator, in best part of South Dakota, station handles seven to eight hundred thousand bushels, four elevators. Write quick. Going to sell. Address Quicksell, Box 10, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS—10,000 bu. at Granger, Iowa, with corn cribs and coal shed, 8,000 bu. at Herrold, Ia., with coal shed. Situated in the winter wheat, corn and oats belt. Must be sold to settle estate. T. C. Hanley, % Kirkwood Hotel, Des Moines, Iowa.

FOR SALE BY FRANK P. CLEVELAND.

ELEVATOR, COAL AND GRAIN BUSINESS at one of the best points in Saline County, Missouri; 35,000 bushels capacity, large corn crib, coal shed, etc., price \$10,000, terms \$2,500 cash, balance easy.

ELEVATOR, FEED MILL AND WHOLESALE AND RETAIL GRAIN BUSINESS in Logan county, Colorado; capacity 25,000 bushels; also three warehouses; this plant is handling about 200 cars per year; price \$8,000, terms ½ cash.

ELEVATOR AND 400 BARREL FLOUR MILL in Arkansas City of 6,000 population; capacity 75,000 bushels; plant and machinery cost \$45,000; owner will sacrifice for \$12,000.

ELEVATOR AND 75 BARREL STEAM FLOUR MILL in Wood County, Ohio; capacity 10,000 bushels; this is a well equipped modern plant; price \$7,500.

ELEVATOR AND 90 BARREL STEAM MILL in Doniphan County, Kansas; this plant is handling from 250 to 300 cars of grain per year; net profits average from \$5,000 to \$10,000 per year; price \$20,000.

PARTNER WANTED TO PURCHASE ½ or ⅓ INTEREST in a 50,000 bushel elevator and 400 barrel steam flour mill in Barton County, Kansas; fine opening for an office man or miller. Ask me about it.

Write me for detailed descriptions.

I bring buyers and sellers together. No matter where located, if you want to buy, sell or exchange any kind of business or property anywhere address Frank P. Cleveland, 5951 Adams Express Building, Chicago, Illinois. Established 1881.

ELEVATORS FOR SALE.

FOR SALE—Elevator property at Bucyrus, O. For further information write Valpo. Grain & Elevtr. Co., Valparaiso, Ind.

FOR SALE—Steel storage tank, 50,000 bu. cap., with steel elevator leg, belt and cups. Address Woodrow, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two elevators located in Southern Kan.; six miles apart; good town to live in and good territory. Address Trade, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—10 M bu. cap. elevtr., general stock of mds., store building, 1½ A. ground. Good business; no competition. Failing health forces retirement. Write for particulars. J. C. Simek, Gladstone, Iowa.

KANSAS elevator for sale; cap. 45M bu.; on R. R. ground. Handled 60M bu. wheat last year; handle from 200M to 500M corn annually. Excellent elevtr., steam power, hopper scales; good office with wagon scale; extra good double crib; in good shape. 4 hrs. of St. Joseph and 6 hrs. of Kansas City. Isaac Baer, Beattie, Kansas.

ELEVATORS WANTED.

LARGE TRACT of Dakota land to exchange for good elevator. Address C. L., Box 9, Grain Dealers Journal, Chicago, Ill.

WILL TRADE section of Montana land 8 miles from R. R. for one or two elevators. Address Best, Box 8, Grain Dealers Journal, Chicago, Ill.

WILL EXCHANGE good valuable property in Medicine Hat, Canada, for up-to-date elevator in Western Ohio, Ind. or Ill. Address Canadian, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR RENT.

FOR RENT—50,000 bu. elevator in good section of Illinois, crop prospects elegant; opposition light, splendid opportunity for good man. Address A., Box 9, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

FOR SALE—Lumber yard; good location; good business. The Haviland Grain & Hay Co., Haviland, Ohio.

FOR SALE—Well established feed and coal business in good town near Detroit; price reasonable. Will sell at sacrifice if sold at once. Address Detroit, Box 10, Grain Dealers Journal, Chicago, Ill.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

MR. GRAIN DEALER.

Do you want to increase your profits? You can do so by selling King Lightning rods during your spare time. Write us for agency proposition. It's a winner.

Geo. M. King Mfg. Co.,
609 E. Walnut st., Des Moines, Iowa.

FOR SALE—Half interest in Cold Press Cotton Oil Mill, having in connection mixed feed mill and grain elevator and doing in addition a large wholesale grain and hay and retail coal business; located in Oklahoma town of 10,000, good railroad facilities and in fine agricultural section. Address Cotton, Box 10, Grain Dealers Journal, Chicago, Ill.

ANY GOOD RELIABLE party with \$3,000 to \$5,000 cash willing to go into the grain business in the best grain center in Kansas or United States. I will sell or rent or furnish elevator and fixtures and my services against a partner and his money and services. Decide promptly. Write for information. Taylor Miller, Cor. 5th & Ash Sts., Salina, Kansas.

SITUATIONS WANTED.

WANTED—POSITION as manager for country elevator; 7 years experience; references furnished. Address E. R. Means, Harmony, Minn.

WANTED—POSITION as mgr. of elevtr. or lbr. yard; 4 yrs. experience; prefer line or farmers' elevtr. Address M. J., Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager or grain buyer, Oklahoma preferred; 17 years experience; A-1 references. J. H. Guthrie, 215 E. Missouri Ave., St. Joseph, Mo.

EXPERIENCED manager wants position as buyer in some Western state where homestead land is still available. Address Box 114, Mobridge, S. Dak.

SUPERINTENDENT — Would like to correspond with first class firm wanting Supt. for Terminal Elevator. R. McC. Wilhite, Box 512, Ft. Worth, Texas.

GRAIN BUYER wants position in the Southwest; 3 years experience. Married. Good references. For further particulars address A. J. Fisher, Gen. Del., Okla. City, Okla.

TWO ACTIVE energetic young men with executive ability and wide experience in the grain line, desire positions with an up-to-date grain firm. Address Two, Box 8, Grain Dealers Journal, Chicago, Ill.

BOOKKEEPER—Position wanted by an experienced grain bookkeeper and office man. Now employed. Would consider position as solicitor. Address Office, Box 10, Grain Dealers Journal, Chicago, Ill.

SOLICITOR wants position with reliable grain firm. Experienced bookkeeper and rate man, could manage branch office. Best references will be given. A. S. Smith, 108½ W. 2nd St., Okla. City, Okla.

SOLICITOR wants position with good coal or grain Co., coal preferred, or would take position with good elevtr. as mgr. or buyer, farmers' preferred. 23 yrs. exp. References. Address Macey, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as bookkeeper or manager of elevator, by man who has had eight years' experience in grain business; can handle both ends of the work. References furnished. Address C. S., Box 9, Grain Dealers Journal, Chicago, Ill.

SOLICITOR now employed by large Chicago firm wishes to make change—well acquainted in Illinois—best references—salary \$135.00 and expenses to start. Commission house preferred. Address T., Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by young man, single, as foreman or helper in elevator; two years' experience in buying grain and stock; am at present employed; best of references; small town preferred. Address Raymo, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as manager for good grain firm or Farmer's Elevator Co.; married; best of references; 7 years experience; handle coal and other side lines; owner retiring reason for change. Address Energetic, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Am traveling for prominent Kansas City grain firm. I want to make a change and prefer to make a connection with a Chicago house as their solicitor. Have good record and will furnish best of references. Address S. J., Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as traveling solicitor with a prominent grain commission firm. Have had sixteen years' experience in the grain business in South Dakota. Am now connected with local grain firm and have full control of buying and selling of grain. Have wide acquaintance with grain trade of South Dakota. Address Able, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED—Buyer for grain firm, 15 years experience in buying and selling grain, seeds, coal and livestock. Good references. Address Capable, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as mgr. farmers elevtr. Have had 5 yrs. experience as mgr. in S. W. Minnesota. Speak Scandinavian languages. Good references. Address P. M., Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED — Traffic man, grain and coal, in Kansas City, Mo. Extensive experience; age thirty-one. Now with R. R. Will change after June 15th. Address Traffic K., Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—Traffic or Sales manager, 8 years experience, grain hay feed, seed shipping—handling claims, loss, damage, overcharge, routing and rates. Live wire, married, best of references. Prefer line elevator company. Address Apt. 34, 3808 Ellis Ave., Chicago, Ill.

WANTED—POSITION with a farmers elevator company, by a good first class grain, coal and livestock man, one who has had twelve years' experience and can furnish best of references. Am at present employed, but on account of poor crops want to make a change. Address Lehigh, Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—Prefer percent-age basis, as manager of elevator and livestock business where there are good churches; good schools and good business. I have been connected with the grain and livestock for 16 years; understand gasoline engines. I am employed at present and have charge of four elevators; have been with my present employers for 5 years and will give them as references. E. P. Lowe, Highland, Kansas.

POSITION WANTED—I would like to get in touch with some grain commission or elevator company, who can offer a position as Traveling Auditor or Solicitor. Would also consider a position as Manager of some well rated Farmers Elevator Company. I am a young married man, have had twelve years experience in the grain and milling business and can guarantee results. Can furnish the best of references as to my character and business ability. Am at present employed but wish to make change to outside position. J. C. Boynton, 1420 Spruce Place, Minneapolis, Minn.

HELP WANTED.

TRAVELING grain solicitor wanted to cover Iowa and Minnesota for old established Chicago commission firm. Must be experienced in grain. Address A. G. T., Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—Man for elevator work, steady job to right man. Must understand gasoline engine; married man only. If you are afraid of work don't apply; no booze. State salary first letter. Address Avery, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR SUPERINTENDENT WANTED.

Terminal Elevator man experienced in the handling of all kinds of seed and grain. Must have references. State salary first letter. CAUGHEY SWIFT COMPANY, 703 Smith Bldg., Detroit, Mich.

WANTED—Mechanic or machinist, good character, who is able to repair or remodel country elevators, also take charge of grain handling at intervals. Good house furnished, small town where only country school near. Excellent neighbors. Salary ample to right man. Address M., Box 10, Grain Dealers Journal, Chicago, Ill.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address P. M. Maxwell, 305 So. La Salle st., Chicago, Ill.

HELP WANTED WITH INVESTMENT.

AN INDIANA mill, elevator and hay Co. needs services of young man. Must be experienced, a hustler and able to invest 5 to 10,000. References required. This is an exceptional opportunity to the right man. Plenty of work in established and new lines. Address Rare, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

HAVE A FEW very nice elevators within 100 miles of Chicago recently listed for sale. Some of these have eastern outlets, and are in splendid towns. Prices very reasonable. Terms can be arranged. Address James M. Maguire, Campus, Ill.

SECOND-HAND BAGS AND BURLAP.

FOR SALE—4,000 second-hand cotton wheat bags. For prices write Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

BUILDING MATERIAL.

FOR SALE CHEAP—2,000,000 feet elevator cribbing, lumber, joists and boards; 2,000 sash and doors, all sizes. Our prices will surprise you. Write at once for bargains. Ruel Wrecking Co., 7337 Stony Island Ave., Chicago.

STEAM ENGINES, BOILERS.

FOR SALE—1, 25 h. p. steam engine, Chandler & Taylor make. The Haviland Grain & Hay Co., Haviland, Ohio.

FOR SALE—40 h. p. steam boiler as good as new; will sell right. Reason for selling installed electric motors. N. Shepherd, Geneva, Indiana.

FOR SALE—One 9x12 Bromwell steam engine as good as new, only been used three months. A bargain if sold at once. Fred Schlientz & Son, Eldorado, Ohio.

FOR SALE—One 20 h. p. Erie steam engine and a twenty-five horse power boiler all in good running order. For particulars write Jos. Sanbothe, Martinsburg, Mo.

MACHINES WANTED.

WE WANT one or two large second hand clippers or standard grain cleaners. Write us what you have. Kinsey Brothers, North Manchester, Indiana.

WANTED good second hand automatic scale that will weigh not less than 600 to 800 bu. per hour. J. P. Shoemaker, Daleville, Ind.

WANTED—I want to buy a good second-hand or slightly used 2 or 3 high 9x14 or 9x16 feed rolls. Mention condition of rolls, description and the time used in the first letter, also the price. H. G. Pollock, Middlepoint, Ohio.

SCALES WANTED.

WANT good slightly used 100 bu. hopper scale; also light wheat cleaner. State price, make, etc., in first letter. J. H. Moore, Jr., Lucas, Kansas.

SCALES FOR SALE.

FOR SALE—500 bu. hopper scale, in good condition. The Haviland Grain & Hay Co., Haviland, Ohio.

SCALES—Refitted 80-ton 42 inch Fairbanks R. R. Scale. Good as new. Also wagon, portable and Dormants—New and Second hand. Send specifications and write for price and catalogue today.

Howe Scale Co.,
409 N. 4th St., St. Louis, Mo.

MACHINES FOR SALE.

FOR SALE—One No. 8 Invincible Cleaner, almost like new. Address Pendleton Grain Co., St. Louis, Mo.

FOR SALE—Second hand oats clipper, Invincible No. 5, 400 bu. per hour. Bargain. Donovan Grain Co., Donovan, Ill.

FOR SALE—No. 2 Cylinder Sheller and Cornwallis Corn Cleaner. Reasonable price if sold soon. A. C. Klauman, Cuba, Kans.

FOR SALE—One second-hand No. 9 Invincible Oats Clipper, in good repair. Will sell cheap. Address Pendleton Grain Co., St. Louis, Mo.

FOR SALE—A 26-in. Attrition Mill—been used but little, in excellent condition; will be sold reasonably, can ship at once. Address Attrition, Box 10, Grain Dealers Journal, Chicago, Ill.

HAVE DEVICE to catch mud, refuse, from falling on scale bearings and in pit. Can be cleaned from scale platform. Would like to correspond with elevator owners and operators. In replying give make of scale. C. D. Eaton, Biggs, Ill.

FOR SALE

1 300 bushel Fairbanks Hopper Scale, good as new.

1 1,000 bushel cap. Boss car loader, in good condition. A bargain if taken at once. Address L. T. Shrader & Co., Dexter, Kansas.

FOR SALE—A No. 7 Monitor Warehouse Separator complete with special screens for separating corn and oats and also for cleaning seed corn. Machine in good condition. Being sold to replace with large machine the same make. Address Eldad, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE.

One Jaw Clutch Rope Car Puller, Weller No. 4. One Fairbank Hopper Scale, capacity two tons. One Richardson Sacking Scale, 1913 Model, seven bushel capacity, practically new. One New Four Fan Dust Collector, Nordyke and Marmon make type No. 403.

The Raymond P. Lipe Co.,
Bryan, Ohio.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

One Victor Combined Sheller and Cleaner, mill size \$35.00.

One 24" Monarch French Stone Buhr Mill and elvtr. in perfect condition, \$100.00. D. O. Friend, Brighton, Iowa.

Are You Looking for Real Bargains?

In Single or Double-head Attrition Mills, Any Size, Style or Make at Your Price. 16" to 36" Monarch's, Foos's, Unique's American's, Halsted's, Robinson's from \$90 to \$225 ea. in remodeled form, much less when purchased not remodeled. All remodeled machines guaranteed to be in as near new a condition as can be made. Also a full line of Reels, Roller Feed Mills, Shellers, Burr Mills, Crushers, Corn Crackers, etc. Write for catalogs today whether you want new or second-hand machinery or supplies.

George J. Noth,

No. 9 South Clinton Street, Chicago, Ill

MACHINERY BARGAINS.

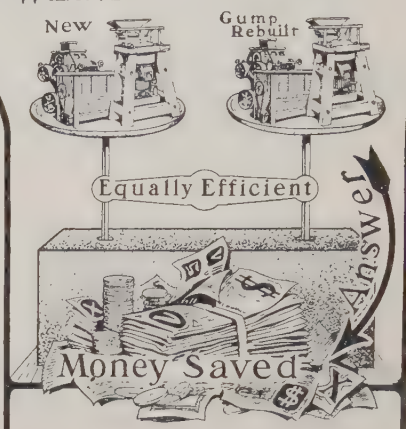
2 Boot Tanks, each.....	20.00
1 No. 4 Buffalo Fan.....	15.00
1 Steam Condenser	30.00
1 Grain Spout complete.....	4.00
1 large bell	20.00
10 Belt Tighteners, each.....	5.00
300 Salem-cups, 6x16, each.....	.12
50 " " 6x18 "12
600 Empire Buckets, 5x16.....	.06
150 " " 6x18 "06
1 26" 6 ply 90 ft. Drive Belt.....	50.00
1 26" 3 ply 125 ft. Conveyor Belt.....	50.00

All of the above are in good condition and snaps at the prices offered.

La Crosse Wrecking & Lumber Co.,
La Crosse, Wisconsin.

MACHINES FOR SALE.

What's the Difference?



Rebuilt second-hand Flour Mill, Feed Mill and Elevator Machinery, Transmission, etc., that is guaranteed for all practical use as good as new. Can you beat it? We have been established since 1872 and our guaranty is backed by over 42 years of experience and square dealing.

A partial list of our stock which we offer at bargain prices:

Roller Feed Mills—Two 9x18 Noye; one one 9x18 Allis; one 9x24 Northway; one 9x24 Dawson; one 9x24 Noye; four 9x24 and two 9x30 Allis; all Three Pair High.

9x18 and 9x30 Hutchison; and 9x30 Acme. Two pair high.

One No. 1 Willford Three Roller Mill.

Vertical Buhr Mills—One 12 inch, one 20 inch, one 24 inch and one 30 inch Monarch; one 18 inch Farm and Plantation; one 24 inch Triumph, and one 30 inch Harrison.

Attrition Feed Mills—Two 18 inch American Special; seven 20 inch, one 24 inch and one 30 inch Monarch; two 16 inch, one 19 inch, and two 24 inch Foos; one 24 inch Unique; one 20 inch Modern Special and three 30 inch American.

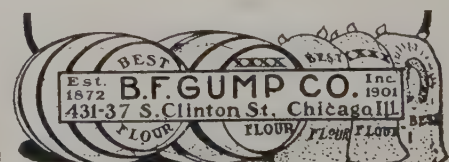
Disc Feed Grinders—Two No. 4, one No. 7, eight No. 8, two No. 9 and one No. 10 Bowsher; one No. 10 and one No. 13 & 14 Quaker City; one No. 7 Diamond; three Foos, etc.

Corn Shellers—One Style "B" Triumph; one No. 1 Little Victor; and one No. 0 Victor. All combined shellers and cleaners.

Separators—One No. 4 Invincible Double Receiving Separator. Capacity coarse 1,000 bu. per hr.; one No. 169 Eureka Elevator Separator, counter balanced, double fan, capacity coarse 3,000 bu.; one No. 8 Eureka Elevator Separator, capacity coarse 2,000 bu.

Elevator Cups, Elevator Belting, Dust Collectors, Turn Heads, Spiral Steel Conveyor, Wood and Iron Pulleys, Leather, Rubber and Canvas Belting. Everything for flour mills, feed mills and elevators.

Write for Catalog No. 70J and Bargain Book.



MILLS FOR SALE.

FLOUR MILL for sale, 50-bbl.; built years ago; natural gas; good location in grain belt. S. H. Tracey, Shirley, Ind.

ROLLER MILL.

For Sale—A 3 double stand roller mill; no dwelling; no mill within 6 miles; wheat growing country; electric power on C. V. R. R. A. J. Lemaster, Bedington, W. Va.

FOR SALE OR EXCHANGE for good clear land, 250 bbl. mill clear of incumbrance; in good condition; grain storage capacity 40,000 bushels. Price of mill \$20,000. This is a bargain. Frederick Milling Co., Frederick, S. Dak.

FOR SALE—Small flour and feed mill, first-class elevator, warehouses, coal and woodsheds, in prosperous town of 8,000, served by 4 railroads and surrounded by good farming country; business successful. Rockford Realty Co., Rockford, Ill.

FOR SALE—Mill and elevator, feed grinder, corn shelling facilities and hay barns. On main lines Santa Fe and Southern Pacific Railways at Rosenberg, Texas. For full particulars address J. H. P. DAVIS & CO., Rosenberg, Texas.

FOR SALE.

Grist mill with 150 patrons, doing a good business; equipped with both water and steam power; only mill within 5 miles; books open for inspection; with same is a 7-room dwelling in good condition; mill, 50x27; feed room attached; dam built new 5 years ago; good place to start Excelsior mill in connection with same; grinds buckwheat, rye flour and all kinds of feed; has elevators and conveyors; established 50 years ago; owner will remain with purchaser until he becomes acquainted; full particulars as to amount of business, etc. Address R. E., Box 9, Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

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DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. **GREGORY ELECTRIC CO.** All machines guaranteed in good order. CHICAGO, ILLINOIS

NEW AND SECOND-HAND MOTORS FOR SALE.

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All our motors guaranteed in good condition, none leave our factory without first being thoroughly overhauled, tested and made just like new.

We carry at all times a large stock of new and second-hand motors and dynamos, and will ship on approval to responsible parties.

We buy, sell, rent, repair and exchange electrical machinery of all kinds. Write us your wants NOW.

Northwestern Electric Co.,
611-13-15 W. Adams St.,

Chicago, Illinois.

GASOLINE ENGINES.

FOR SALE—18 h. p. Lewis gasoline engine. Good repair. Write McColl Lbr. Co., Perry, Iowa.

FOR SALE—28-30 h.p. Foos standard horizontal, \$365. 100 other sizes and styles. State your power needs. Badger Motor Co., Milwaukee, Wis.

FOR SALE—20-h.p. Otto gasoline engine, Engine is in excellent condition and just the thing for country elevator. The Wichita Mill & Elvtr. Co., Wichita Falls, Tex.

FOR SALE—One 40 h. p. Olds double cylinder gas engine, in A-1 condition; practically new. Here's a bargain for someone if taken soon. Farmers Grain Co., Latham, Ill.

FOR SALE—15 h.p. Internat'l gasoline engine in A1 shape, been running 6 mo. Price \$350. Reason for selling installed motor power. An excellent engine for country elvtr. Henry Lesch & Co., Washburn, Ill.

FOR SALE—One 20 horse power Muncie Crude Oil Engine in first class running order; used 2 years. Cost \$725.00; will sell for half price. Replacing with a larger machine. H. G. Pollock, Middlepoint, Ohio.

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ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

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- 25 H. P. Fairbanks-Morse.
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- 12 H. P. Fairbanks-Morse.
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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

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ELEVATOR SAFE for sale. United States Steel Co. safe, in good condition, size 20x15x13 inside. Price \$35.00 f. o. b. Luverne. E. H. Moreland, Luverne, Minn.

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I collect claims (a side line) cheaper than any one else. No collection, no fee. Send me your claims and I will get them paid. References furnished. Otis J. Bear, (Mgr. of Farmers Elvtr. Co.) Martinton, Ill.

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Machinery and power plants of

500 Bbl. N&M Corn Mill

750 Bbl. Oat and Cereal Mill
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100,000 Bu. Elevator
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50 Ton Alfalfa Mill
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Sincere Service

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GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep posted on modern methods of elevator management, I wish to receive the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

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Capacity of Elevator.....

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Post Office.....

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WAREHOUSE

GRAIN WANTED.**HAY AND GRAIN WANTED**

Wheat, Corn, Oats, Hay, Straw, Milling
Buckwheat, Bran, Middlings, Red Dog,
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WANTED—Grain and grain screenings
or fine grinding. We can use any kind of
sound grain and screenings for milled mo-
lasses feed. W. E. Trammell, Norfolk, Va.

YOU CAN find a ready market for grains
of all kinds, thru the insertion of an ad-
vertisement in these columns. It will be
read by over 6,100 progressive grain deal-
ers.

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FOR SALE—Timothy Seed, Medium
Clover, Alsike Clover—ask for price and
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SEEDS FOR SALE.

CLOVER SEED wanted. Have buyers
for car lots or less, clover. Mail samples
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GERMAN MILLET is our specialty and
we are now in position to supply your
trade with car lots or less; sample on re-
quest. D. H. Clark, Galt, Mo.

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Big English Clover Seed.

I have some pure home grown Big Eng-
lish clover seed for sale, free from Buck-
horn or any foreign seeds; ask for sample.
H. G. Pollock, Middlepoint, Ohio.

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If you have Wool for Sale Write, Wire or Phone Us.

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Also dealers in Alsike
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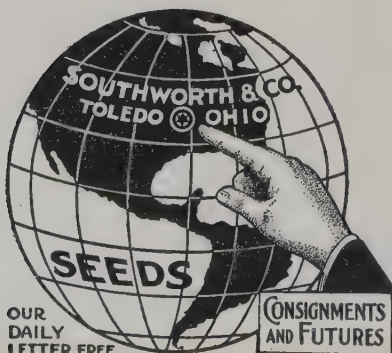
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Printed on bond paper, bound in flexible leather,
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GRAIN DEALERS JOURNAL

315 So. LaSalle St.

CHICAGO, ILL.



SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SWEET CLOVER SEED, white and biennial yellow. Prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

SEED FOR SALE.

German Millet, Timothy, Sapling, Medium Red and Alsike Clover, Cow Peas, Cane Seed and Seed Corn of all varieties. We will buy Oats, white and black mixed, bulk cars, mail samples and lowest prices.

Wood, Stubbs & Co.,
Louisville, Ky.

WE BUY AND SELL

Clover, Timothy, Alfalfa, Millet, Seed Grain and Seed Potatoes.
Our Specialties—Wisconsin Pedigree Grains and Wisconsin Grown Seed Corn.

L. L. OLDS SEED CO.
MADISON WISCONSIN

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

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for

**Wheat, Buckwheat,
Barley and Timothy**

reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle Street CHICAGO, ILL.

Direct Reduction Tables for Corn and Oats

Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 53 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

Grain Dealers Journal

315 S. La Salle Street CHICAGO, ILL.

SEEDS FOR SALE.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

We are Buyers and Sellers of Timothy, Clover, Millet and other Grass Seed. Submit samples and we will make you prices. Send for our Wholesale Garden and Field Seed Catalog.

L. L. MAY & CO.,

St. Paul, Minn.

KINSEY BROS.

GRAIN, HAY and SEED MERCHANTS

Field Seeds a Specialty

NORTH MANCHESTER, INDIANA

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

Grain Dealers Journal

CHICAGO - ILLINOIS



Timothy—Red Clover—Alsike—Alfalfa—White Clover—Crimson Clover—Canada Bluegrass—Kentucky Bluegrass—Redtop—Millets—Lawn Seed—Orchard Grass—Seed Grains—Peas—Popcorn, etc.

**WHITNEY - ECKSTEIN
SEED CO.**

BUFFALO, N. Y.

Correspondence Invited

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Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs. Timothy Seed at 45 lbs.

These tables are bound in heavy manila and form a thin book 2½-in. wide by 8½-in. long Price 50 Cts. Address **GRAIN DEALERS JOURNAL, 315 So. La Salle Street, CHICAGO, ILLINOIS**

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NOD-O-GEN IS FREE. With each bushel (60 lbs.) of Ace, Pine Tree or Globe brand alfalfa seed we supply enough Nod-o-gen culture to inoculate the seed.

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Wholesale Seed Merchants
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Improvements

The "WESTERN" Line

Perfect

Satisfaction

HOW MANY TIMES?

Mr. Grain Man, how many times have you said—"When I install a grain cleaner, I want one that begins to save me money from the start—don't want one that's going to be a continual expense for repairs, and where the cost of power will eat up the money received from the higher grades of grain. No, Sir! I want one that cleans and separates the grain perfectly—without continuous attention and expense—I want that one that will give me lasting satisfaction."

"That's Me"—

The Western Gyrating Cleaner

"LASTING SATISFACTION"

The Western Gyrating Cleaner has two distinct movements—rotary and oscillating.

Our improved, patented, adjustable finger screens are used in this cleaner. They are non-chokable, and always clean and open, insuring a quick and perfect separation.

The adjustable screens, with which the cleaner is regularly equipped, are intended for handling corn with the cob, and for recleaning corn and oats. Special screens are furnished for cleaning wheat and other small grains, which can be put in place in a few minutes without disturbing regular screens.

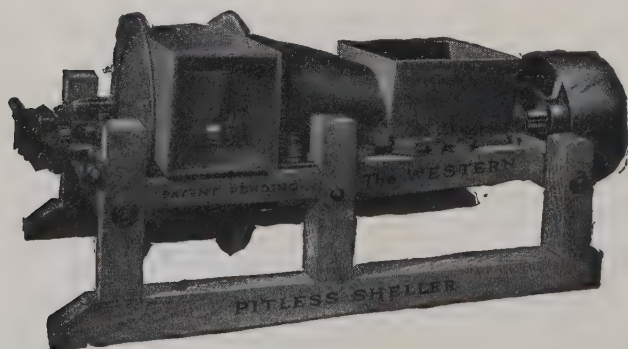
Discharge almost directly on a line below where the grain enters, and at a natural point for spouting into bins or cars.

Simple, strong, best material, thoroughly braced and will not rack.

Less floor space and height than any machine of equal capacity.

We claim greater capacity, better separation, better cleaning, better balance, less vibration, better control, greater durability, and the least expensive and most convenient machine to install.

Write for free booklet—"A Satisfactory Solution of the Shelling and Cleaning Problems."



"Western" Shellers

are the accepted satisfactory solution of the shelling problem. They are designed and built to fill the grain man's needs for a satisfactory number of years.

Western Shellers are durable, having chilled shelling surfaces, operate at low speed, large in capacity, self-feeding, requiring no attention, simple in construction, instantly adjusted to all kinds and conditions of corn and discharging directly into the elevator boot, doing away with the deep pit.

It is the only fan discharge sheller which WILL NOT CRACK THE CORN. Western means Satisfaction.

Write for our booklet—"Satisfactory Solution of the Shelling and Cleaning Problem."

UNION IRON WORKS, Decatur, Ill.

A stock of Western Shellers and Cleaners is carried at 1221-1223 Union Avenue, Kansas City, Mo.

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Improvements

The "WESTERN" Line

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Satisfaction

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager.

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain receipts, shipments, and cars leaving grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, MAY 25, 1914.

OKLAHOMA grain dealers, profiting by the experience of grain shippers' associations of other states have decided to employ a scale inspector, so that they may keep their scales in working condition, and know exactly what they are paying for it. As in other states, it will no doubt prove a very profitable investment.

BANKS which permit their customers to detach grain bills of lading, and to forward them attached to other drafts to distant points, without first paying the draft of the consignor, do wrong to the trust confided to them. A Texas shipper who six years ago brot suit against two banks for indulging in this practice, has recently obtained judgment for the full value of two cars of oats. The bank has no right to let the bill of lading go out of its hands until the draft has been paid.

THE CROP KILLERS Union has been saved! A meeting had been called for the dissolution of this infamous organization, when in struggled a careworn brother from central Illinois, with a shock of wheat containing myriads of Hessian flies. The meeting broke up in a riot, and every member started out in a different direction, to get evidence to prove that the crop was killed; and ever since they have been killing it night and day, with every indication that the country will produce more winter wheat than ever, regardless of their exaggeration.

IN THE RUSH of getting the new crop to market, shippers need to exercise caution to avoid overloading the cars, as some of the granger roads now have rules providing that where a car furnished is loaded in excess of the maximum capacity of the car ordered, the railroad will charge freight on the minimum weight of the car of next greater capacity.

HEAD PULLEY lagging will not long be constructed of combustible material, if the mutual insurance field men have their way. It seems that a number of fires have been traced directly to lagging placed on iron pulleys, in the hope of giving them the same adhesive power as the old wood pulleys, so the fire hazard of the wood head pulley has not been entirely eliminated.

OATS DAMAGED by the taint of apples in an ocean vessel on its way from Philadelphia to England, was the latest excuse of an English court for rendering a judgment in favor of the plaintiff. American shippers should see to it that their grain is not carried in the same vessels with the perfume laden dames of society's aristocracy, lest an excuse be granted grain buyers for voiding their contracts.

AN INCREASE in freight rates of 5 per cent seems to be far more acceptable to the average grain elevator man than the proposed arbitrary charge for spotting cars. They seem to fear that the spotting charge will not be levied upon the scooper, who can load a car almost anywhere, while the elevator man must have it under his shipping spout. Whether the scooper escapes the spotting charge or not the elevator man can install a car puller and spot his cars when he wants them and as he wants them.

THE railroads have not yet received permission to advance their freight rates and it seems very doubtful that they will be permitted to advance the 5 per cent asked. The railroads net revenue for 1913 was the largest ever earned with the exception of 1910. When one stops to think of the days when everybody got a rebate, a cut rate, and all the passes he wanted for himself, family and friends, the natural question is how did the railroad obtain money then to continue in business? Can it be possible that since they have been forced to charge all alike for services rendered, they have injected more water into their stock, bonds and loans than the amount of stock previously outstanding? The demand for an advance over the rates established by the railroads themselves and therefore supposed to be adequate for all their necessities, must seem to the old time shipper, who was favored at every turn by them, decidedly uncalled for.

GRAIN SHIPPERS must bear in mind that under the new Federal grades, it will not be profitable to mix in dust and dirt. This material can be marketed profitably, but not as "corn." It must be sold on its own merits, and as "dust."

AN OAKLAND, Neb., elevator man has the door to his elevator leg hung on weights, so that it is possible for him easily to determine how the cups are running, without subjecting visitors to the continuous temptation to grab grain from the rising cups.

LAKE TRANSPORTATION will not work a permanent reduction in freight rates on grain to the seaboard, until the lake steamship lines are operated without regard to the interests of the railroads in C. F. A. territory. The two interests need to be divorced.

SHIPPING SCALES are being installed in country elevators so rapidly, that the shipper without any facilities for weighing grain into cars will soon be the exception. Every dealer readily recognizes that it is poor business policy to load grain into a car without knowing the weight of it, but many persist in doing it, hoping to be able to economize at least to the extent of what the scales cost. Of course such shippers are not in position to prove how much grain they put into a car, nor are they very likely to collect for grain actually lost from the car while in transit. No grain shipper would think of giving out his money to anyone, without carefully counting it, but grain which is quickly converted into money is quite a different thing, and he freely loads it into car and leaves the counting to the man at the terminal. The leakage in transit he seems glad to contribute to the cause of careless methods.

A NEW ISSUE has been raised in California, where the Supreme Court overruled the decision of the state railroad commission, in which the commission denied the Ora Electric Co. competitive rights in Stockton. The Supreme Court has granted a rehearing, upon the petition of many attorneys of the state, who hold that if rates are to be regulated to the point of fixing certain rates of revenue, then the corporations must be protected in their field from outside competition. The petitioners hold that if competition is to be allowed, there should be no regulation; if regulation is to be enforced then competition should be restricted, and their position has been supported by very weighty arguments. The sentiment against regulation which destroys business is on the gain, and all interested parties are beginning to appreciate that the law contains nothing requiring competitors to indulge continuously in cut-throat competition.

LIGHTNING carried off many elevators last year, because their owners did not carefully guard them during thunder-storms, and many more will be sacrificed to lightning this summer, unless owners keep men on watch, to extinguish the flames in their incipency, which, as a rule, is a very easy task.

THRESHERMEN WILL be required to take out a license and render monthly reports of all grain threshed, if the idea of John Kroutil of the Oklahoma Ass'n is carried out. He seems to be utterly disgusted with the contradictory reports regarding yields of wheat, and well he may be, for the majority of threshermen seem to have an inborn antipathy to telling the exact truth about the amount of grain they thresh.

THRESHERMEN of Oklahoma, judging from an address by one of them, published in our report of the Oklahoma Association in this number, put one over on grain dealers who buy grain from tenants. As threshermen are also working for similar legislation in adjoining states, the grain dealers of the Southwest need to keep a vigilant eye on the law mills or they will be required to pay many tenants' rent as well as their thresher bills.

GRAIN DEALERS who deem it necessary to move their elevators to the next station, county or state, should not overlook the advantages for prompt and easy movement offered by parcel post. It is reported that eighty 50-pound sacks of oats were recently shipped from Eagle, Colo., by Sherman Bros. to J. C. Temple at Hayden, Colo., by parcel post for \$50 less than the shipment could have been made by freight. Why not also forward all grain by parcel post?

TEXAS DEALERS are up in arms against the proposed spotting charge, and have instructed the president of the association to appoint a committee of three to employ counsel to fight the charge. Grain shippers throughout the country are thoroly aroused against the proposed spotting charge, because they deem it a discrimination against the owner of an elevator, and in favor of the scooper. In this connection it is interesting to note that the Public Service Commission of New York State has ordered all railroads to spot cars for shippers, as had been their practice in the past. This service was discontinued but a few weeks. That the railroads will be able to force this charge upon the shippers and receivers seems extremely doubtful, as those who pay the bill propose to fight it vigorously. No doubt if the railroads are forced to abandon this charge, they will advance some other subterfuge for worrying every shipper into supporting their claims for 5% increase in freight rates.

Shingle Roof Dinner.

Policy-holders in mutual fire insurance companies which are still insuring grain elevators covered with wood will be pleased to know that there is increasing competition among the mutual fire insurance inspectors who seek to induce elevator owners to eliminate this unnecessary hazard by covering their elevators with iron. A dinner was given in Chicago last week to those identified with the Grain Dealers Fire Insurance Co., for the purpose of impressing upon all identified with the field work of a deeper realization of the responsibility resting upon them for the tolerance of the shingle roof.

Shingle roofs long have been recognized as first aid to the hot locomotive spark and the stroke of lightning. When all mutual companies stop insuring wood covered elevators, their policy-holders will quickly realize the full benefits of covering elevators with iron. The movement against shingle roofs is one which every policy holder in a mutual company can well afford to support and encourage because the elimination of this hazard is sure to result in fewer fires and an automatic reduction in the cost of fire insurance to mutual policy holders.

Public Scale Weights.

Grain dealers whose elevators are some distance from the public scales will read with more than passing interest the remarks of Mr. Cobb at the Texas meeting, in which he discloses some of the tricks practiced by the farmers in his part of the grain belt, where public scales are numerous.

Grain dealers have suffered heavy losses in many towns where they have been required to accept public scale weights as final. One Iowa dealer who found his terminal weights so far short of what was weighed over the city scales into his elevator, was able to induce the city council to contribute \$300 to his profit and loss account. Another Iowa elevator man whose elevator was ten blocks from the city scale, found that it was a common practice of the farmers, in driving to town, to pass through the worst mud holes accessible, and to drive carefully onto the city scales, that they might retain every ounce of mud, until after the gross weight had been obtained. Then they rapidly jolted down to the elevator, over the brick pavements and returned to the city scale with all the mud removed by twenty blocks of jolting.

The tricks complained of by Mr. Cobb are not new to the trade, tho they may be new to many buyers. All these tricks, practiced where city scales are installed, emphasize the necessity of the grain buyer weighing every load and keeping a close check against the city scales, lest he pay for 100 bushels of grain every day that he does not receive.

Service Fees for Grain Trade Arbiters.

The Texas Grain Dealers Ass'n, upon the recommendation of its arbitration committee, has decided to establish a higher and a more equitable scale of charges for the services of its arbitration committee. As is shown by the report of the committee, given in our account of the Texas meeting elsewhere in this number, the fees received last year did not pay the actual expenses of the committee.

It is indeed unfortunate that none of the grain trade organizations has shown proper appreciation of the great service rendered the trade by the different arbitration committees. The settlement of trade disputes outside the courts works not only a great economy of time and money for the disputants, but it makes it much safer to do business in districts where arbitration is compulsory, and the valuable time often wasted in long drawn out law suits is saved to the business.

The work of the arbiter who conscientiously applies himself to the tasks assigned to him is oftentimes extremely arduous. If all disputants fully prepared their arguments and supported their cases by authentic documentary evidence, it would be a comparatively simple matter to pass on the average case presented for arbitration, but invariably it is difficult to make sure that all the evidence is in. The careful arbiter hesitates to render an opinion until he knows that he has all the evidence. Some even have gone to the expense of making investigations of the facts for themselves, rather than permit the possibility of their being misled by deficient evidence.

Up to the present writing the work of the arbiters has been purely a work of love for justice. The time is near at hand when the associations must recognize their indebtedness to the men who give up their time and the benefit of their valuable experience in deciding disputed claims, or else be content with decisions by inexperienced and incompetent arbiters.

Any arbiter who is equipped to pass on disputed claims is surely entitled to at least \$10 a day above actual expenses. Where the disputants pay this amount for the services of the arbiters, they would be justified in expecting greater care in passing upon the evidence and the arguments. Surely many of the parties to different arbitration cases must have been much chagrined by the large demands made upon the arbiter's time by the other party to their case. When the grain trade arbiters are paid a reasonable fee for their services all participants will expect a higher degree of justice, because they will be dealing more justly with the judges.



Milling Co.'s Mill and Warehouse.



Halliday Elevator Co.'s Elevator.



Owned by Illinois Central Ry.



Magee Grain Co.'s Elevator.



Chas. Cunningham & Son's Elevator.



Cairo Milling Co.'s Elevator and Mill.



CAIRO BOARD OF TRADE MEMBERS

1 W. S. Phipps
Chief Grain Ins-
pector and
Washington

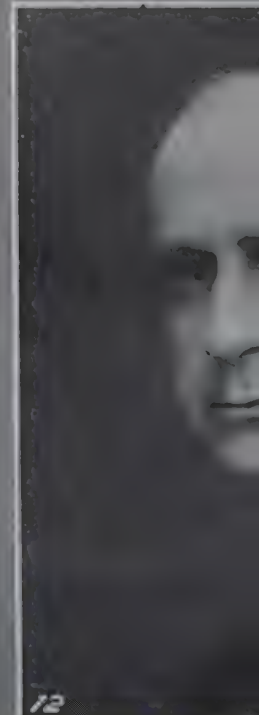
2 J. R. Womack,
Cairo Mfg. Co.

3 A. W. Lynde,
Magee Grain
Co.

4 O. E. Har-
rison, Samuel
Hastings & Co.

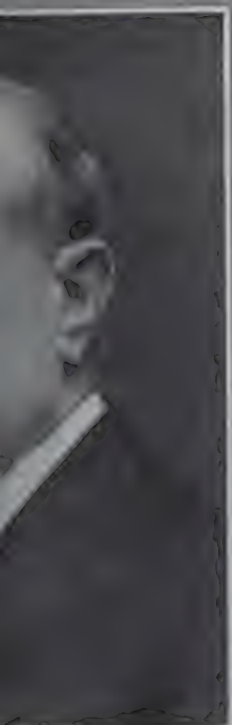
5 W. H. Suther-
land, Cairo Mfg.
Co.

6 John Thistle-
wood, Thistle-
wood & Co.





- 7 G. W. Antrim,
H. E. Antrim &
Co.
- 8 H. E. Halliday,
Halliday Ele-
vator Co.
- 9 J. W. Halliday,
Halliday Ele-
vator Co.
- 10 J. B. Magee,
Magee Grain
Co.
- 11 Geo. Halliday,
Halliday Ele-
vator Co.
- 12 A. E. Rust,
Halliday Ele-
vator Co.
- 13 W. D. Pink,
Pink & Co.
- 14 Chas. Cunningham
ham, Chas.
Cunningham &
Son.

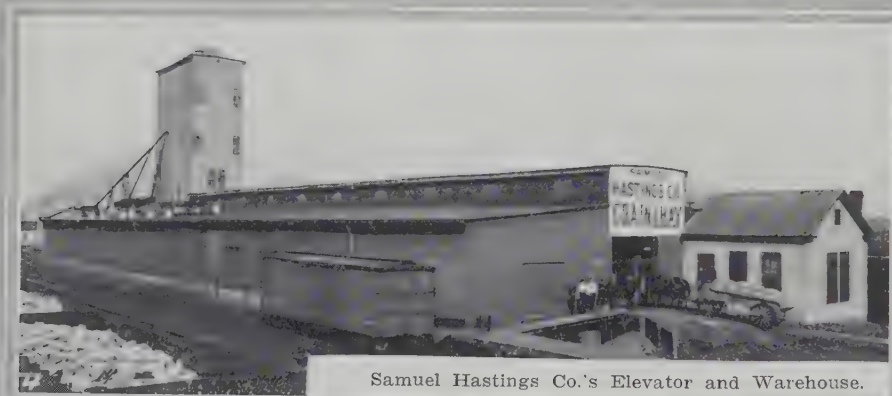




Thistlewood & Co.'s Elevator.



H.



Samuel Hastings Co.'s Elevator and Warehouse.



Pink & Co.'s Elevator.



C

Increased Freight Rates Not Likely.

The Interstate Commerce Commission has not yet granted its decision in the matter of increased freight rates, and inasmuch as it has ordered many trunk lines to cease dividing their rates with industrial tap lines, it seems very probable that the 5% advance asked for in freight tariffs will be denied.

If all the railroads establish the car spotting charge which was recommended by the Interstate Commerce Commission, and stop dividing their freight rates with the tap lines, their incomes will be increased much more by these two items than it would be by a 5% increase in their freight rates, consequently there would seem to remain no need of an advance.

The recent disclosures of the rotten manipulation of the finances of the New Haven & Hartford, the Rock Island, the Wabash and the Pere Marquette also has a tendency to encourage the Commission to deny the railroads any more revenue from the shipping public. The strong opposition to the 5% advance at all the hearings will also prove a barrier to higher freight rates. Still it is barely possible that a small advance will be granted, so that it behooves shippers who contract delivery long in advance to exercise extreme caution, lest their apparent profits be wiped out by the new rates.

The Grain Grades Act.

The Grain Grades Act, which was introduced in the Lower House of Congress by Representative Lever, and is known as H. R. 14493, is still pending before the sub-committee of the Lower House, which has been holding hearings on different features of the bill.

Up to the present writing it seems very probable that the only changes which will be recommended by the sub-committee will be those suggested by the grain dealers who appeared before the committee last month. Unless the bill is soon enacted into law, it will not be possible for the government to establish Federal supervision of the existing grain inspection departments much before the movement of new corn.

So far the government has promulgated only grades for corn, but the supervision provided for by the Lever bill will extend to the work of official grain inspectors on all grain.

The dealers assembled at Oklahoma City and Ft. Worth last week seemed to be entirely agreeable to the supervision provided for by the Lever bill, and no doubt other associations meeting in the near future will take similar action. In view of the United States constitution's limitations upon the power of the federal government and the unanimous recommendations of the members of the grain trade, which have met with little or no opposition from any quarter, it seems

very likely that federal supervision of grain inspection will become an established fact in the near future and the grading of grain thruout the land will be nearer uniform than ever.

Stopping the Leaks in Transit.

A car famine is not probable in the near future, as the American Railway Ass'n, has just reported a surplus of 239,406 cars. However, some of the railroads of the southwest are fearing a famine and in hope of facilitating the early movement of grain to market, are now assembling box cars, at every country station in the grain territory, and some of the railroads are actually engaged in overhauling and repairing their box cars, in the hope of making them grain tight.

Even the Missouri Pacific, envious of the splendid record established by the Santa Fe cars, is now providing country shippers with burlap, for lining cars, and as was to be expected it has succeeded already in greatly reducing the claims for shortage in transit. One Nebraska shipper, who writes us in this number, is hubbbling over with joy over this marked departure in the policy of the M. P.

The sooner the railroads persistently co-operate with grain shippers in the proper preparation of cars, the sooner will the enormous claims for loss of grain in transit be reduced to a minimum.

While the railroads are not entirely to blame for all of the shortages, still the major part of the responsibility rests upon their shoulders. With strong cars and plenty of cooping material, the shipper invariably can be depended upon to prevent his grain being scattered along the right of way on its road to market. The wiping out of causes for claims for shortages on lines so co-operating with the shipper has reduced all doubt as to the real cause of most of the shortage in the past. Strong cars properly cooped are a profitable investment for both shipper and carrier.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

P. E. 559,283, on Big 4 Ry., was set out at Swanton, Ind., May 20, for repairs. Floor gave way and 50 to 75 bus. corn ran out in one place while train was standing still. No corn was picked up and put back.—J. W. McConnell.

Penna. 27972 passed thru Geneva, Ia., via M. & St. L., May 6, leaking barley at side. Train did not stop.—S. A. Nelson, mgr. Geneva Elvtr. Co.

L. S. & M. S. 50563 passed thru Noblesville, Ind., May 5, leaking yellow corn badly.—Noblesville Mfg. Co.

I. C. 142510 passed thru Manson, Ia., May 1, billed to Council Bluffs, leaking corn at end. No time for repairing.—A. Hakes.

How to Investigate Shortages.

BY TRAFFIC MANAGER.

Shippers very often receive returns from destination showing shortages, but lacking evidence of leakage, and railroad claim agents are invariably quick in realizing they have an advantage over them, generally refusing the claims with a letter something to this effect: "Investigation indicates car came thru without defect and seals intact. No doubt shortage is due to variation in scales and claim is therefore respectfully declined."

This apparently puts the shipper on the defensive, notwithstanding the fact that various state laws require the railroads to deliver originating weight at destination and make them liable for their failure to do so. He must then make certain that his scales are right, as proof is required in any court as to their correctness. If they have been tested within a short time, they need only to be kept in balance, but if not, an expert should at once be employed to go over them. At the same time an investigation should be started at destination to ascertain in what condition the car arrived and any responsible market will be pleased to co-operate. This report should show weight unloaded, condition of car when unloaded, seal numbers broken by grain inspectors and seal numbers used by them in resealing car, and weighmaster's record of seals broken. If shipper's scales have been found to be in good condition and seal numbers tally with his, it is evident there has been leakage in transit on which the record has not been turned in, or if it has is being concealed by the railroad company.

This puts the claim in shape for legal redress, and a letter to claim agent will probably bring a settlement. If it does not a suit filed in any court for the damages under the carrier's common law liability to deliver all it receives will almost invariably be decided in shipper's favor.

It is to be regretted that our State Railroad Commissions and the Interstate Commerce Commission have not passed rulings to the effect that shippers may be permitted to search the railroad's record of car movement from point of origin to destination and imposing a heavy penalty for their failure to enter any and all defects discovered. Shippers should have access to all records showing repairs of any nature. This record should contain a complete history of each car with an itemized statement of what the repairs consist of. It should not only include all repairs made in its own shop, but all made on its equipment on foreign lines.

With this record open to shippers, cars could be traced for prior shortages and where found could be used in evidence to substantiate claims.

While the method outlined above requires patience and time, no shipper who knows he has a just claim should fail to enter and persistently follow them until they are paid, regardless of whether he has proof of leakage or not.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Book on Hedging Wanted?

Grain Dealers Journal: Is there a book or pamphlet on Hedging and Option buying? Where can a copy be secured?—C. F. Easton, Fingal, No. Dak.

Who Is Responsible?

Grain Dealers Journal: Am I responsible for the delivery of a car of grain to second party after it has been reconsigned as when I ship the car and it is diverted to some far away market? I claim that if I ship, for example to Mr. A at Fort Worth, Texas, subject to inspection and he receives the car and makes no claim for the same, that he and not I am responsible after reconsigning.—P. H. Robinson, Harrold, Tex.

How Can It Be Done?

Grain Dealers Journal: How can an elevator company pay 60 cts. for corn ship to Omaha on a 60 cts. market, paying 12.5 cents per hundred pounds freight and come out ahead on it?—J. P. Marrott, Boone, Neb.

Ans.: A grain dealer must always be in the market to take what the farmer offers at the market price; but paying freight off is taking a speculative risk that should be assumed only by those having large capital and the best of information. Persisted in, this practice results in bankruptcy.

Railroads' Liability for Damage Due to Delay in Transit.

Grain Dealers Journal: We shipped a car of produce to an inland town, on a sale made f. o. b. this inland town. The car was considerably delayed in transit by the carrier and also transferred by the carrier into another car, and when it arrived at the inland town, the produce was damaged and could not be applied on the sale. The consignee advised that he could not handle the car at all, and we therefore forwarded same to St. Louis, and made claim against the railway company receiving the car at shipping point, for the difference between what the car was sold at, and what we would have received had the produce arrived in good condition at the inland town, and what the car netted us at St. Louis.

The railway company reply that under a ruling of the Interstate Commerce Commission, the original consignee at the inland town should have disposed of the car and that the consignor should not have forwarded the car to any other point than that to which it was originally billed, and on the ground that the car was forwarded they—the Railway Company—claim to be released from any loss or damage to the shipper on this car. Will you please advise thru your columns if such is the law, and oblige—Yours very truly, R. E. Jones Co. Wabasha, Minn.

Ans.: The carrier is liable for the damage that the shipment sustained by the unreasonable or negligent delay in delivery to the first destination, irrespective of what additional damage resulted by the subsequent transportation. As to additional damage the courts have held it is the duty of the shipper to minimize the loss as much as possible, and if it appears that a prudent man engaged in the trade was using his best judgment in forwarding the car to some other point, the court will hold the carrier liable for such additional loss, the original delay having been the proximate cause. Such reconsignment does not release the carrier from any liability. This is merely a bluff put up by the claim agent to delay payment of a just claim.

Government Grades?

Grain Dealers Journal: In what number of Journal were the new Government grades of corn published? We understand the change of grades does not affect wheat. Is this correct?—Brown-De Field Grain Co., Charleston, Mo.

Ans.: The new grades affect corn only. Wheat grades will be promulgated later. They were published in the Jan. 10 Journal, page 57, and will go into effect July 1, 1914.

Addresses of South American Shippers?

Grain Dealers Journal: Can the Journal or some brother dealer give us the addresses of South American grain shippers or advise where we can obtain them?—Western Seed & Grain Co., Boise, Ida.

Ans.: Addresses of Argentine exporters were given in the Journal Feb. 25, page 312.

Names of Western Shippers?

Grain Dealers Journal: As our export connection with Spanish-American countries brings considerable business some years in large white and yellow corn, due to shortage in these countries, we are anxious to get into communication with a few of the largest shippers in the different corn sections. Can the Journal give us these names in such states as Kansas, Nebraska, Missouri and Illinois? Might add that our export business exceeds 1,000 tons some seasons and are brought out in carloads in bulk.—Yours very truly, Hamberger-Polhemus Co., San Francisco, Cal.

Ans.: The names of every grain shipper in Nebraska and Missouri are given in the "List of Nebraska Shippers" and "List of Missouri Shippers" published by the Grain Dealers Journal. Lists of dealers in Illinois and Kansas are issued by the state ass'ns, S. W. Strong, sec'y, Urbana, Ill., and E. J. Smiley, sec'y, Topeka, Kan.

Carrier's Liability for Damage After Reconsignment?

Grain Dealers Journal: A car of barley was shipped from Minneapolis to Milwaukee on the proportional rate of 7½c per cwt. After reaching Milwaukee the car was ordered forwarded OWB (on original weighbill) to Chicago. In order to obtain the proportional rate of 7½c Minneapolis to Chicago it was necessary to forward the car OWB from Milwaukee, otherwise if the two movements were handled separately the two local rates would have governed. In order to send the car forward OWB it was necessary to surrender the B/L at Milwaukee and give the railway instructions to send the car to Milwaukee, and on this second movement no B/L was issued. When the car was delivered and freight paid at Chicago the freight bill read Minneapolis to Chicago 7½c per cwt plus \$2 reconsigning charge.

What I would like to know is this: Was there two distinct contracts made or would the original B/L be all that was necessary to hold the railway liable for loss and damage between Milwaukee and Chicago? If there were two contracts, with no B/L to show that the second one had been entered into, is there any way to hold the railway liable for the damage in the movement of the car between Milwaukee and Chicago. I would appreciate very much views of brother dealers on this subject.—M. A.

Can Hay in Barn Be Weighed by Measurement?

Grain Dealers Journal: Is there an accurate way of getting the weight of hay in a barn by measurement? Does some subscriber to the Journal know of a table?—S. A. Muff.

Ans.: Measurements are never an accurate method of weighing, but do give a close approximation to actual weight. Timothy hay takes 400 to 450 cubic feet to make a ton, or 350 cubic feet, if well settled, according to Ropp's Calculator. For an oblong stack in a barn multiply the average length, width and height together, in feet, and divide by 400.

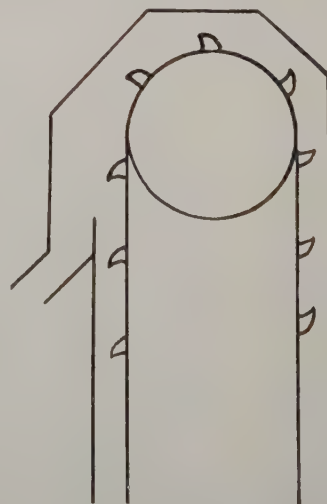
How to Stop Grain Going Down Back Leg.

Grain Dealers Journal: Our elevator head carries wheat over whenever we attempt to crowd it or run fast. The leg is 50 ft. high, with a 36-inch head pulley. The discharge opening is 24 inches below the shaft, belt 12 inches wide and the 11x6 cups set 14 ins. apart. The speed is 75 or 80 revolutions per minute. The arrangement is shown in engraving herewith.

The cups don't discharge the grain or throw it far enough, as the dividing board in opening cuts the discharge of wheat in two and carries down back leg about ¼.

Occasionally when we have a rush of grain we would like very much to run the leg faster. Any advice as to how we can arrange the cups so they will discharge grain into a spout instead of down the back leg will be appreciated.—S. L. Gamble.

Ans.: The proportioning of the running machinery is correct. It is probable that the grain thrown out of the buckets strikes the opposite board and is deflected down the leg instead of going directly from cups to spout. This explanation of the trouble is more likely true because the speed given is nearly twice the correct speed. A 36-inch head pulley should run at a belt speed of only 360 ft. per minute, whereas the belt in question is running



Elevator Discharging into Down Leg.

twice as fast, making correct delivery impossible. See that the dividing board does not extend too high, or too far away from the cups.

To get increased capacity out of the same belt and cups, increase the speed by getting a bigger head pulley. The present equipment, using 36-inch pulley, has a rated capacity of 1,296 bus. per hour, while a 72-inch pulley with the cups 16 ins. apart would give a capacity of 1,900 bus. per hour, at a belt speed of 565 ft. per minute, and would discharge correctly.

Recovery for Grain Doors Furnished?

Grain Dealers Journal: As we have been refused grain boards or an allowance for them from the railroad company which supplies us with cars, we are writing the Journal to ask if we can compel the railroad either to furnish these grain boards or make an allowance for the same. If this can be done, will the Journal kindly advise us how we shall proceed, whether thru the courts or thru the Interstate Commerce Commission? Any information it can give us along this line will be gratefully received.—H. B. Low & Son, Orangeville, Pa.

Ans.: In Loomis v. Lehigh Valley Railroad the New York Supreme Court gave Loomis judgment for grain door lumber used on shipments to points within the state.

As to shipments to points outside the state the Interstate Commerce Commission in the case of Balfour, Guthrie & Co., held that it is the duty of the shipper to refuse to load cars not equipped with grain doors.

What Is the Storage Capacity?

Grain Dealers Journal: Some time ago we contracted for a nest of concrete storage tanks to give us storage room for 100,000 bushels of wheat. Each of the four tanks has a diameter of 18 feet and is 70 feet deep, inside measurements. The interstice between the tanks is 10 feet 2 inches across and it has a depth of 70 feet; all bins are hoppers. We would like to know how to figure the total capacity of the five bins. Any light on this subject will be greatly appreciated by One Who is Paying the Bill.—E. Bersbach.

Ans.: To find the contents in bushels multiply the number of cubic feet by 8.036. A tank 18 feet in diameter has a bottom area equal to $18 \times 18 \times .7854 = 254.4$ sq. ft., and the 70 ft. height gives 17,812 cu. ft., which multiplied by .8036 gives 14,113 as the bushels in each. The four tanks will contain 56,452 bus. and the interstice bin perhaps 5,600, or a total of 62,000 bus. If the 70-foot depth is to the bottom of the hopper bottom deduct the number of cubic feet taken up by the hopping. To find the number of cubic feet in the hopper bottom multiply the area of the base by the height and take one-third of the product.

THERE IS never a month that cars are not seen leaking grain while passing thru our city.—J. N. Hairgrove, Virden, Ill.

DURING the three weeks ending May 16, the Ames-Brooks Co. of Duluth, Minn., worked over 7,000,000 bus. of wheat for export.

THE CLYDE TRUST has completed its granary at Meadowside on the Clyde, Glasgow, Scotland. The granary will be put into service this week. It has a storage capacity of 31,000 tons and will be equipped with two elevators of 250 tons capacity, each so arranged as to unload grain from the hold of vessels delivering it to any part of the building. The plant also has a sacking capacity of 500 sacks per hour.

Shipper Entitled to Benefit of Insurance Under Terminal Warehouseman's Blanket Policy.

The burning of the Iron City Elevator at Pittsburgh, Pa., on Nov. 8, 1911, led to a suit against the operators of the elevator, David G. Stewart and J. A. A. Geidel, by Jos. S. Finch & Co., consignors of a carload of barley, to recover insurance on the contents generally of the warehouse, and the Supreme Court of Pennsylvania, on appeal from the Court of Common Pleas of Allegheny County, has held that shippers were entitled to share in the insurance collected altho they had made no arrangements with the warehouseman relative to insurance.

Willis S. Johnson, trading as Jos. S. Finch & Co., on Oct. 18, 1911, bot of Geo. Bullen & Co., Chicago, a carload of malt and ordered it shipped over the Panhandle to the Iron City Elevator. The malt was received at the elevator Oct. 25, but D. G. Stewart & Geidel never knew until Nov. 14, 6 days after the fire, that Finch & Co. owned the malt. Stewart & Geidel had \$24,000 of insurance in different companies, each policy containing the following clause:

On merchandise of every description incidental to the business of the assured, consisting chiefly of grain, grain products, country produce, baled hay and straw, sacks, bags and supplies, their own or held by them in trust or on commission or consignment or sold but not removed, all while contained in the iron-clad building occupied as elevator, situate on West Carson street, Nineteenth Ward, Pittsburgh, Pa. Other insurance permitted. Privilege to use natural gas and electricity and to operate at night.

Before proofs of loss had been filed Blakeley & Calvert, representing Finch & Co. and Schomaker & Co., the latter having a car of rye in sacks, wrote Stewart & Geidel: "The property of our clients above mentioned was, at the time and place aforesaid, held by you in trust or on consignment, and our clients are entitled to the protection of those policies, and hereby adopt the same, and claim the right to a proportionate part of the proceeds, measured by the amount and value of their property. We therefore beg to notify you to include such property in your proofs of loss, and to hold the aforesaid proportionate part of the proceeds of the insurance in trust for and to the use of our clients. If you neglect to do this and loss results to our clients, we shall hold you therefor."

A week later Stewart & Geidel wrote Blakeley & Calvert: We acknowledge receipt of your favor of the 14th, relative to grain of Joseph S. Finch & Co. and Schomaker & Co., stored in the Iron City Elevator. In reply will state that neither of these parties had any arrangements with us, whereby their grain was covered against loss by fire under our policies."

In the adjustment the loss of Finch & Co. was not considered. The decision of the court was:

The descriptive clause in the insurance policies, set out in findings embraced grain and grain products held by the defendants as bailees, and operated to extend the protection of the policies to the complainant's malt. The defendants had an insurable interest in this malt and the policies were valid and enforceable by them against the insurance companies.

The complainant, by his written notice to the defendants after the fire, became entitled to his proportionate share of the proceeds of the policies and the defendants, in adjusting their loss with the insurance companies without including and making claim for the complainant's malt, committed a breach of the contract, which makes them responsible to him for the amount which he ought to have received.

The complainant should have received from the proceeds of the said policies of insurance such proportion of the total amount that would have been paid to the

defendants had the complainant's malt and all other merchandise in like situation been included in the adjustment, as the value of complainant's malt, at the time of the fire, bore to the value of all other merchandise covered by the insurance. In arriving at the total value of the merchandise covered by the insurance, there should be taken into consideration, in addition to the merchandise which was included in the proofs of loss and considered in the adjustment, only such other merchandise as was in like situation with the complainant's, that is, whose owners adopted the benefit of the insurance and claimed their share thereof.

The defendants should discover and disclose to the complainant:

The amount and value of the merchandise contained in the Iron City Elevator at the time of the fire, and by whom and how the same was held or owned.

The number and total amount of the policies of insurance covering such merchandise at the time of said fire.

The amounts and values of the various lots of merchandise included in the proofs of loss and considered in the adjustment.

The amounts paid or agreed to be paid to the defendants by the several insurance companies in adjustment and settlement of the loss.

The defendants should account to the complainant for his proportionate share of the proceeds of the insurance, computed upon the basis outlined in the fourth conclusion of law.

The costs should be paid by the defendants.—90 Atl. Rep. 349.

Coming Conventions.

June 2-3—Illinois Grain Dealers Ass'n at Cairo, Ill.

June 11-12.—Wichita Board of Trade annual gathering at Wichita, Kan.

June 15-16.—Council of Grain Exchanges at Buffalo, N. Y.

June 17-18—The Ohio Grain Dealers Ass'n at Cedar Point, O.

June 23-25.—American Seed Trade Ass'n at Washington, D. C.

June 24-25.—Mid-summer meeting of Indiana Grain Dealers' Ass'n at Indianapolis.

July 14-16. The 21st annual convention of the National Hay Ass'n will be held at Cedar Point, O.

Oct. 12-14—Grain Dealers National Ass'n at Kansas City, Mo.

Wichita Board of Trade at Home.

The Wichita Board of Trade's "at home" has always proved such an enjoyable event that few dealers of that part of the grain surplus territory care to miss its annual grain trade festival. The program for this year's meet, so far as completed, follows:

June 11—A. M.

Addresses of Welcome by Mayor Babb and C. A. Baldwin, Pres. Wichita Board of Trade.

Response for visiting millers—Geo. H. Hunter, Wellington.

Response for visiting grain men—Hon. A. C. Bailey, Kinsley.

"Taxation," by Hon. Geo. H. Hodges, Governor of Kansas.

"Possibilities of Co-operative Action Between Exchanges and Producers," by Dean Jardine of Kansas State Agricultural College.

June 11—P. M.

Visitors entertained at Ball Game, Omaha vs. Wichita.

June 11—Evening.

Trip to Wonderland Park.

June 12—A. M.

Railroads, J. R. Koontz, G. T. A. Santa Fe.

Inspection, by Hon. Geo. B. Ross, Chief Grain Inspector State of Kansas.

Better Seed Wheat, H. R. Cottrell, Agricultural Commissioner, C. R. I. & P.

Port of Galveston, H. H. Haines, Sec. Galveston Chamber of Commerce.

Country Grain Dealer, E. M. Brown, Pres. Pawnee Grain & Supply Co., Larned, Kan.

June 12—2:00 p. m.

Trip to Heller's Grove where special entertainment will be furnished.

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Grain Dealers Journal: The railroad along which my warehouse was located realigned its road and refuse dtd give me track connections. I was offered a sum of money or the option of going to court; and I took the money, as I had had some experience with Pennsylvania courts and with Pennsylvania Railroad methods of working the judiciary. So I have no successor, and the grain business is closed at this point.

I consider the slow awakening of the country and the grain dealers to the iniquities of the transportation companies is one of the encouraging signs of the drift of sentiment in these days.

Why should every man's business be placed in jeopardy with the changing whim of a railroad official? Or why should one person or community be compelled to pay three to twenty times as much freight as another using the same cars or the same line?

The present agitation by the Interstate Commerce Commission is doing great good by arousing public inquiry or interest; but they have not as yet reached the ultimate goal, namely, to have a uniform rate per ton per mile for all goods and all distances and all communities, with personal guilt for crimes against the people or the railroads by officials or banking directors.—Jas. Elliott, Elliotson, Pa.

Grain Dealers Journal: I notice an Iowa dealer ventures some safety first suggestions for your readers. As grain elevator men can not get too much of a good thing I wish to advance the following don'ts:

Don't have loose boards on your well or cistern, make a door and lock it.

Don't leave an open space in your elevator leg, make a door of wire fencing—you can then see the cups and be in no danger.

Don't have your coat unbuttoned, ask your wife, sister or sweetheart to sew on a button.

Don't leave the dump door open, close it immediately after using.

Don't fail to put iron bars over your dump and under dump door. This will keep sacks from going into dump and prevent you from falling in.

Don't allow children in the elevator,
you may avoid a funeral thereby.

Don't leave your man-lift and stair openings unprotected. It is unpleasant to fall to the bottom of the elevator.

Don't light a match to look for a leak in your gasoline tank. That is a quick and dangerous way to get a raise.

Don't carry your own insurance. That is like setting a hen on one egg to save eggs.

Don't leave shafting, chains and belt-
ing unprotected. You are too young to
be all wrapped up in machinery.

Don't flood yourself with booze. Better flood the corn market.

Yours for safety first, last and all the time. DR. SAW.

Grain Dealers Journal: For the past ten months, the Missouri Pacific Ry. has provided burlap for lining grain cars. This move is certainly a wise one on the part of the railroad, as it reduces loss in transit to a minimum. With this and an adequate supply of cars promised for the moving of the next crop, we can certainly praise Pres. Bush, from whom some blessings flow.—A. F. Sturm, Nehawka, Neb.

Grain Dealers Journal: Under the head of "Insist on Fair Margin of Profit" in the Journal of Apr. 25, I note such statements as this: "The man who tries to get a profit of ten or fifteen cents a bushel on every bushel he buys, *belongs to the past.*" And "a farmer told me that he could get three cents a bushel more for his corn in a town seven or eight miles away," inferring, of course, that the reason for this was that the adjacent town had a farmers elevator and that the other had only a poor misguided individual that had struggled along through the ups and downs of the development of the country grain buyer and elevator business.

The track buyer without facilities other than a scoop shovel and a glib tongue, after persuading the man who is always trying to get everything there is in it regardless of knowing whom he is doing business with and who, having loaded it in a car, suddenly discovers that he will have to go to market with the said car to see that no one beats him at the other end and fails to return. He is followed in the development of the trade by the scoop house, then the horse power and dump, to the big modern steam plant with all the improved cleaning, scouring and perhaps drying machinery, enabling the dealer to handle all grain offered him, regardless of condition or quality at the least possible expense, thereby making a market and paying full value every day in the year, regardless of the amount offered, whether a sack full or whether it is thousands of bushels and who the moment the grain is weighed, willingly gives you a check for the full amount and which as to its validity is unquestioned.

Why should the public mind be infested with the idea that the grain merchant who has grown up with the community as many of us have, is a detriment to the interests of the producer and the community in general, especially should he have proven to have been fairly successful in his line of business? Why should his integrity and honesty be questioned any more than the successful banker or merchant in the same community?

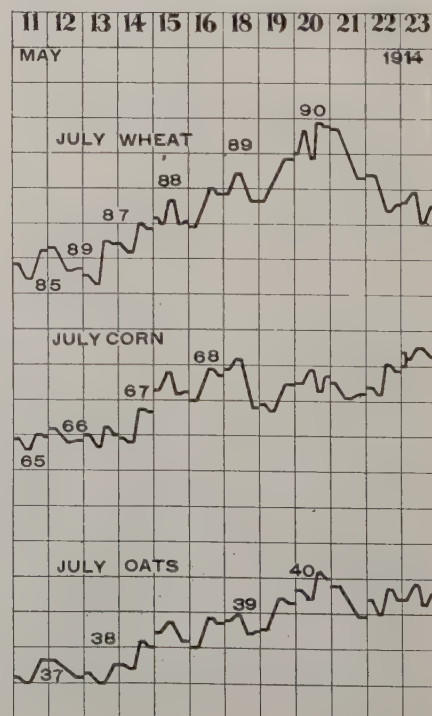
If it were a fact, as the gentleman whom I have quoted at the head of this article, has inferred that there ever was a time, either before or since the idea has become so prominent that the farmer could handle his grain much more satisfactorily and with less expense than it was being done for him, but that elevator people in general had demanded exorbitant margins for handling grain, there would be some reason for this movement. But, if on the other hand, it can be shown without a question of doubt that grain at any given country point is and has been handled for years by men whom you have known intimately and of

whom there is not the least question as to their integrity and square dealings with you, have been handling your grain for less money than the Government experts reported that grain should be handled for, then there should be no occasion for the prevailing idea that it is necessary for farmers themselves to enter into the grain business for their own protection.

The report of the Government experts appointed to investigate the country grain business (found on page 407 of Grain Dealers Journal), says: "The Government found that the keenest competition prevails in the grain business, that the profits were small and uncertain and that monopoly was practically impossible." They found also that the almost universal statement of elevator men was that their grain is bought on about a three-cent spread between their price and the whole sale market (meaning wheat). This margin must cover the cost of operating the elevator, interest on the investment, insurance, commissions, inspection fees and salaries and maintenance, the loss in weights incidental to the handling and conditioning of the grain, etc. On corn the spread is much less.

The writer a few years ago, before this idea that farmers were losing large sums of money by not organizing and handling their own produce, went before a comite of farmers who were investigating the conditions, with our books, showing the actual number of bushels bought, prices paid and moneys received for same, for not only one year, but for a term of years, to be less than one and one-half cents "*gross*," with all the above expenses mentioned in Government report to be deducted. In other words, without showing the necessary expenses, we were at that time handling this grain for much less than it would be possible for the

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar Charts back ten years see The Journal's Chart Book.



farmers themselves to handle it. Still an organization was perfected and one of the principal agitators was made manager at a big salary, the elevator was built, several thousands of dollars were put into the business, the grain was hauled from far and near, not always because they could get more money, but because it was called a farmers enterprise and such reports as head this article were circulated to the effect that much grain was diverted from its regular channels to the new grain buyer, not always because they were getting more money but more often, for the reason that the agitation had grown to such an extent in the community that the old established grain merchant was never given an opportunity to make a price on the grain. And in many instances, he probably would not have met the prices as they were more than any experienced man knew could have been legitimately paid.

The old customer satisfied his conscience by saying to himself that he was getting more money by hauling his grain away and that it was disciplining the old dealer, to haul it away, and they often discover in looking for some argument to haul grain four or five miles to some other market, that the men with whom they had dealt for years had never paid all there was in it, were dishonest, crooked in their weights and had taken other advantages of them in grades, etc., etc., all because the new elevator was called a farmers elevator and was reported to be paying more money, probably storing grain, giving the raise of the market and many other things that a reasonable business man knows could not be done successfully.

The business showed up in large volume, the sentiment in the community was worked up to that pitch where the old grain dealers were looked upon as a lot of outlaws because they could not and would not for sound business reasons, pay more for grain than they knew it was possible to get out of it, with what result. A dividend was declared the first year without any regard as to the correct showing of their books, the next year it was passed and possibly the third the farmers had found they had invested several thousand dollars in an elevator property and by this time they discovered that their manager was unable to pay more for grain than the old elevator man was paying, but his salary had been increased to such an extent, regardless of the volume of business, that it amounted to much more money to the community than the total profits of the elevator people had ever been out of this station.

The history of this house could be repeated many times and for many places. The report to the Managers of Co-operative Ass'ns at the Sioux City meeting a few days ago shows that in Minnesota there are two hundred and seventy genuine farmers elevators. In each of these companies, more than fifty per cent of the stock is owned by the farmers. Fifty per cent of these elevators paid no dividends and twenty per cent of them lost money.

Jesse Simpson, Pres. of the Co-operative Elevator Managers Ass'n, is quoted as saying that "the marketing of grain from producer to consumer is handled more economically than that of any other commodity." This confirms the statement of the Government experts and is an established fact and can be shown by the record of any grain merchant and should be a convincing argument to any fair minded man, be he farmer, banker or merchant, that no elevator man gets wide

margins nor could he get them if he so desired.

Instead of condemning the men who have built up the present system of handling grain and are giving the producers the full benefit of their experience in the values of grain in the various markets, which knowledge could only be gained by long experience, and who are willing to give them the benefit of such experience in the way of handling their crops at the least possible margin of profit as any fair investigation will show, give them your confidence and your business the same as you do your banker or any other class of business men that you come in contact with and save the money that you invest in a new elevator at a point that already has all necessary facilities for handling the grain of that locality, under the false idea that your local elevator man is demanding wide margins for the improvement of your farm or deposits in your bank. In the long run it will be found a much better paying investment.

Statistics will bear out the statement that the co-operative or farmers elevator does not increase the prices paid for grain at any station except it may be temporarily and is caused from the lack of knowledge and experience of operating the plant and after such experience is gained at the expense of the stockholders of the corporation, they find they cannot handle the crop at as close a margin as it is now being handled by the experienced grain men of the country.

Instead of listening to agitators who falsely accuse the grain man of all kinds of discrepancies and shortcomings, get in touch with him and he will willingly show you how his business is handled and how your interests are identical with his and will willingly open his books for investigation, which is something that you would not think of asking your banker or your merchant to do.—G. J. Railsback, Ashland, Neb.

DURING THIS SEASON 606,500 bus. wheat and 251,000 bus. oats have been shipped to Montreal from the Buffalo harbor on all of which a profit was made even tho it was first brot from Ft. William and reloaded in Welland canal sized boats. The higher rates at American seaboard ports have given rise to this condition.

PROPOSED INCREASED BREAK-BULK rates on grain and grain products either export or domestic from Milwaukee, Manitowoc and Kewaunee, Wis., to eastern seaboard were recently upheld by the Interstate Commerce Commission. Under the ruling of the Commission the rates will be advanced to all-rail rates over the P. M. Ry.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CANADA.

Shoal Lake, Man., May 11.—Nearly all grain out of farmers hands and out of interior elvtrs.—A. S. Arnold.

ILLINOIS.

Sidney, Ill., May 20.—Some old corn being marketed.—Sidney Grain Co.

Cisco, Ill., May 23.—Very little old corn in country.—Stephen Mintun, agt. Shellabarger Elvtr. Co.

Springfield, Ill., May 1.—Producers holding 1,146,215 bus. old wheat which is 6% entire crop and 44,093,074 bus. old corn which is 24% entire crop.—State Board of Agriculture.

INDIANA.

Auburn, Ind., May 20.—About 25% oats: 25% wheat and 35% corn still on farms.—J. M. Carmer.

Atherton, Ind., May 21.—Little grain in farmers hands; number of farmers buying old corn to feed stock.—Cottrell Bros.

Angola, Ind., May 20.—Not much grain of any kind in farmers hands; have ground lots of wheat for feed.—G. A. Smith.

Markle, Ind., May 19.—Not enuf wheat to market to be worth mentioning; some oats and corn to market still but not great amount.—J. F. Plice.

IOWA.

Alta, Ia., May 20.—About ½ oats and ½ corn in farmers hands.—C. J. Parker, agt. E. A. Brown.

Pomeroy, Ia., May 18.—There will be quite a movement of corn here during last 2 weeks in May.—W. H. W.

Oakville, Ia., May 18.—Wheat and oats all marketed; 10% corn in farmers hands which will be consumed by feeders.—W. T. Lewis, agt. Davenport Elvtr. Co.

Toledo, Ia., May 23.—Considerable corn to move; have started to move some now and look for good deal to come in next week.—F. O. Ray, mgr. Farmers Elvtr. Co.

KANSAS.

Bremen, Kan., May 18.—About 10% last wheat crop on hand; no corn which was total failure last year.—E. W. Koeneker.

KENTUCKY.

Cloverport, Ky., May 19.—No grain in farmers hands.—H. A. Oelze.

Corydon, Ky., May 19.—Some corn, but no wheat in farmers hands.—W. C. Boyle, mgr. A. Waller & Co.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

	JULY WHEAT.											
	May 11	May 12	May 13	May 14	May 15	May 16	May 18	May 19	May 20	May 21	May 22	May 23
Chicago	86½	85½	86½	86½	87	87¾	87½	88¾	89¾	88¾	87½	87½
Minneapolis	91½	90¼	90¾	91	91½	91½	92¼	93¾	94¼	93	92½	92¾
Duluth	94½	93¼	93¾	94½	94½	94½	94¾	96	96½	95½	94½	94¾
St. Louis	82½	82½	83¾	83½	83½	84¼	84¼	85¼	86½	84¾	84¼	84¼
Kansas City	80½	79½	80¼	80¾	80¾	81¾	81¾	82½	83¾	82½	81¼	81¼
Milwaukee	86½	85½	86½	86½	87	87¾	87¾	88¾	89¾	88¼	87¼	87¼
Toledo	87	86½	87¼	87¾	88	88¾	88¾	89¾	90¾	89¼	88½	88¾
*Baltimore	98½	98½	99	99¾	101	101	102	102	103	102	102	102
Winnipeg	95¼	94½	95¼	95¾	95¼	95¾	95¾	96¼	97¾	96¼	95½	96½
Liverpool	105¼	105½	104¾	105	105¾	105¾	105¾	105¾	106½	106	106	105¾
†Budapest	150%	151%	154%	152½	152½	153½	153½	136½	137¾	140%	142½
	JULY CORN.											
	May 11	May 12	May 13	May 14	May 15	May 16	May 18	May 19	May 20	May 21	May 22	May 23
Chicago	65½	65¾	66	66¾	67½	67¾	66¾	67¾	67½	71½	67½	68¾
Kansas City	68½	68¾	68¾	69¼	69¾	69¾	69	69½	69¾	69¾	69¾	69¾
St. Louis	68	68	68¼	68¾	69¾	69¾	68¾	69¾	69¾	69	69¾	69¾
Liverpool	66¾	66¾	67½	67¾	70	70¼	70¾	70¾	71¾	71¾	71¾	72

*May delivery. †On May 18, \$1.35¼ for October delivery.

MICHIGAN.

Lansing, Mich., May 1.—Total number of bus. wheat marketed in April is 94,820; estimated total number of bus. marketed in the 9 months August-April is 5,821,500; the quantity yet remaining in possession of growers after deducting 2,000,000 bus. used for seed and home consumption is 4,300,000 bus.; 78 mills, elevs. and grain dealers report no wheat marketed in April.—Frederick C. Martindale, sec'y of State.

MISSOURI.

Bellflower, Mo., May 20.—Scarcely any grain in farmers hands.—Wm. McCullough & Sons.

De Witt, Mo., May 23.—All wheat shipped out; 20% corn in farmers hands.—Crispin & Crispin.

Bates City, Mo., May 19.—No wheat or corn in farmers hands; all marketed.—J. B. Williamson.

Billings, Mo., May 20.—No wheat, corn or oats in farmers hands; have been shipping in.—Julius Hering.

Axtell, Mo., May 19.—No grain of any kind in farmers hands; all securing their supply from elvtr.—C. F. Smiley.

Peculiar, Mo., May 16.—No corn to ship out; will continue to ship corn and oats in until new crop is available; little old wheat left for shipment as farmers are feeding it instead of high-priced corn.—J. H. Brockhouse.

NEBRASKA.

Agnew, Neb., May 20.—No grain on hand.—J. H. Caldwell & Son.

Alma, Neb., May 20.—No grain of any kind left on farms.—S. Whiteaker.

Arlington, Neb., May 2.—About 15% corn and oats left in farmers hands.—R. E. Roberts Elvtr. Co.

Walhill, Neb., May 11.—About 5% corn left in farmers hands.—C. J. Mullaney, agt. J. J. Mullaney.

Rosalie, Neb., May 11.—About 10% of corn left in farmers hands.—M. H. Osborn, agt. Holmquist Grain & Lumber Co.

Ashland, Neb., May 19.—Possibly 8,000 bus. corn, 15,000 bus. wheat and no oats in farmers hands.—N. P. Nelson, pres. Ashland Mills, Inc.

Arapahoe, Neb., May 20.—Probably 10% wheat and no corn or oats in farmers hands.—C. S. Fuller mgr. Farmers Cooperative Grain Ass'n.

Alexandria, Neb., May 20.—Smallest amount grain in farmers hands for years; about 10% wheat; corn was almost total failure last year; have been shipping in corn and oats since last August.—Farmers Protective Elvtr. Ass'n.

OHIO.

Beach City, O., May 21.—Farmers holding 20% grain.—W. M. Seifer.

Bellefontaine, O., May 19.—Very little grain in farmers hands.—Colton Bros. Co.

Berlin Heights, O., May 19.—Little grain in farmers hands.—Berlin Heights Fuel Co.

Atwater, O., May 22.—Not much grain of any kind held by farmers.—F. G. Needham.

Basil, O., May 19.—About 35% corn and 60% wheat still in farmers hands.—D. S. Cook & Co.

TENNESSEE.

Box sta., (Denver p. o.) Tenn., May 19.—No old wheat and 20% old corn still on farms, little of which will be marketed before July.—Duck River Grain Co.

THE GRAIN DEALERS JOURNAL is worth the money.—A. H. Aden, Havelock, Neb.

OATS BUYERS in the east complain of grain arriving hot, due to negligence in failing to dry the oats after bleaching.

THE GRAIN DEALERS JOURNAL is very interesting and we get a great deal of good information from it.—Kiest Mfg. Co., Knox, Ind.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Shoal Lake, Man., May 11.—Extremely backward seeding weather.—A. S. Arnold.

COLORADO.

Milliken, Colo., May 18.—Crop prospects excellent.—Royal Mfg. & Elvtr. Co.

ILLINOIS.

Viriden, Ill., May 16.—Crops suffering badly for rain and from insects.—J. N. Hairgrove.

Windsor, Ill., May 23.—Very dry here now; some fly in wheat; oats suffering every day.—Munson Bros.

Highland, Ill., May 18.—Recent fine prospects being cut down every day by drouth and Hessian fly; estimated loss 25% to date.—Highland Milling Co.

Tremont, Ill., May 11.—Growing wheat and oats look in excellent condition; rye heading; corn going into ground in best of form; planting 1-3 done.—S. A. Hayward.

Mahomet, Ill., May 19.—Farmers about thru planting corn; some cultivating early planted; wheat and oats crop in fine condition.—F. E. Davis, mgr. Mahomet Grain Co.

Buckley, Ill., May 18.—Planting has been delayed on account of rain; but is on in full force now. Grass and oats look fine; ground never was in better shape.—B. E. Morgan.

Raker sta., (Leland p. o.), Ill., May 11.—Oats looking thin on account of dryness when sown; cold weather and heavy rains have delayed corn planting; not much planted.—Farmers Elvtr. Co.

Sidney, Ill., May 20.—Corn all planted; coming up fine; oats up to standard, progressing well, wheat doing well; no Hessian fly developed thus far; have had above average spring for all kinds of spring work.—Sidney Grain Co.

Cisco, Ill., May 23.—Wheat acreage large; Hessian fly working on some fields badly; otherwise wheat prospects extra good; oats needing rain; corn all planted except some little to be planted over; good stand; ground in fine shape for this time of year.—Stephen Mintun, agt., Shellabarger Elvtr. Co.

Albers, Ill., May 16.—Wheat crop damaged 40% during last 30 days by Hessian fly; there are from 1 to 14 on stalk; chinch bugs are plentiful; oats 50% unless much needed rain comes; most corn planted but does not make much headway on account of dry cold weather; some farmers planting for 2nd time.—Wm. Netemeyer.

Springfield, Ill., May 1.—Winter wheat winter killed, destroyed by floods or Hessian fly 3% of area seeded last fall; present acreage 1,129,273 acres; condition of growing crop excellent, 99%; compared with 92% May 1, 1913; Hessian fly reported from Putnam, Adams, Fulton, Jersey, Macoupin, Shelby, McDonough, Fayette, Madison, Monroe and Wabash counties. Spring wheat acreage decreased 3%; condition 99%. Winter rye winter killed 1% of area seeded last fall; present acreage 35,115 acres. Oats acreage decreased 4%; condition 90%. Farm work completed 58%; compared with 66 2-3% an average on May 1; soil mellow and easily worked.—State Board of Agriculture.

INDIANA.

Rolling Prairie, Ind., May 22.—Wheat not looking as well as in spring.—Clark Bassett.

Angola, Ind., May 20.—Wheat acreage 20% larger than last year; prospects fine; none abandoned.—G. A. Smith.

Gings sta., (Rushville p. o.) Ind., May 23.—Wheat looking fine; oats and corn need rain; oats will be short crop.—Geo. C. Alexander.

Auburn, Ind., May 20.—Wheat acreage increased 25%; looks good; none plowed up; condition 50%; not much corn planted so far.—J. M. Carmer.

Atherton, Ind., May 21.—Wheat acreage large; condition good; some fly; none to be plowed up; growing crop not doing as much as should owing to cool and dry weather.—Cottrell Bros.

Ash Grove, Ind., May 19.—Winter wheat acreage larger than heretofore; looks good, better than last year; no wheat or oats plowed up.—N. A. Ross, agt. Crabbs Reynolds Taylor Co.

Atkinson, Ind., May 19.—Full acreage corn being planted; planting rapidly nearing completion; good stand when up; ground in fine condition; oats full acreage; put in in good condition; stand thin; no wheat sown to speak of; what there is looks fine.—E. Stembel, Atkinson Grain Co.

Markle, Ind., May 19.—Wheat looking fine; present prospects above an average crop; acreage slightly above last year; oats came up well but heavy continued rains injured in low places. In taking a spin over some territory I noticed a number of fields where water had been standing; oats were quite yellow; been too wet to get any corn planted except few fields in county which were planted before the rains came; have not heard of stand or condition of same. This week finds the farmers all busy preparing ground with promise of usual acreage unless should get wet again and make it too late; ground has been beaten down so hard will not stand much drouth; needs frequent showers to moisten crust for oats. We are hoping for better quality oats than had last year; also better weather for conditioning at threshing time.—J. F. Plice.

IOWA.

Hurstville, Ia., May 12.—Wheat, rye and oats condition excellent; looking fine.—Fred Hurst.

Alta, Ia., May 20.—No winter wheat sown; corn and oats acreage normal.—C. J. Parker, agt. E. A. Brown.

Oakland, Ia., May 16.—Winter wheat looking well; promises big crop; farmers nearly thru planting corn.—Elvin F. Wentz.

Anita, Ia., May 19.—Winter wheat acreage larger than last year; none plowed up; prospects good so far.—Agt. Kunz Grain Co.

Ft. Dodge, Ia., May 18.—Grain in this territory looking fine; some corn up could see rows across fields in some places.—W. H. W.

Albia, Ia., May 19.—Winter wheat acreage increased 50%; none plowed up; best outlook we ever had for crop.—Moses Edwards & Sons.

Oakville, Ia., May 18.—Prospects for all crops never better; corn nearly all planted; weather fine; ground in fine shape.—W. T. Lewis, agt. Davenport Elvtr. Co.

Toledo, Ia., May 23.—Corn planting about all completed; ground in fine condition for corn to grow; have been having enuf rain; never saw small grain look better at this time of year.—F. O. Ray, mgr. Farmers Elvtr. Co.

Des Moines, Ia., May 17.—Unseasonably cool weather prevailed during most of week; frost occurred in nearly all parts of the state but no damage was done. Excessive rains; field work delayed for a few days; considerable damage done by rain, hail and wind; conditions as a whole favorable for field work at close of week; fully 4-5 of the corn area planted; in the southern districts much of early planted corn up; shows good stand; being cultivated. Soil generally in good condition. Prospects for small grain still promising.—Iowa Section, U. S. Dept. of Agriculture Weather Bureau.

Otho, Ia., May 22.—Crop prospects look good here; had few light showers this week; rain would be welcome but nothing suffering.—J. W. Martin.

Highland Center, Ia., May 18.—Present outlook good for bumper crop; recent rains put ground in good condition; farmers busy planting corn; wheat and oats looking good; acreage light.—W. E. Davis, agt. Neola Elvtr. Co.

KANSAS.

Canada, Kan., May 22.—Prospects for wheat crop good.—F. N. Funk.

Belle Plaine, Kan., May 11.—Prospect for crops very good.—C. Knox, Knox & Downs.

Joy sta. (Greensburg, p. o.), Kan., May 12.—Wheat condition 90%.—Joy Grain Co.

Ford, Kan., May 12.—Wheat prospects never better than at present.—Chas. E. Stuart.

Turon, Kan., May 20.—Good rains since May 1 have brot wheat prospects to 100%.—H. W. Hutchinson.

Blaine, Kan., May 18.—Winter wheat acreage increased 50%; condition 95%.—R. B. Shea, Shea Bros.

Beeler, Kan., May 18.—Wheat acreage largest in years; looks good.—J. O. Shover, agt. Kansas Flour Mills Co.

Moray, Kan., May 19.—Wheat prospects fine; crop will be cut early.—J. M. Powell, mgr. J. H. Lynds Mill & Elvtr. Co.

Manhattan, Kan., May 16.—Wheat crop practically perfect; rye headed out; corn coming up; good stand reported.—Geo. T. Fielding & Sons.

Seward, Kan., May 11.—Growing crop 97% of average crop; in fine growing condition.—R. L. Hearn, mgr. Farmers Produce & Sply. Co.

Bloom, Kan., May 18.—Almost entire acreage is wheat; none will be plowed up; about ¼ acreage in spring crop.—Bloom Grain & Sply. Co.

Ray, Kan., May 19.—Growing crop in extra good shape; plenty of moisture; if nothing happens will have good wheat crop.—H. Miller, P. Miller & Son.

Bremen, Kan., May 18.—Wheat acreage 115%; condition 100%; oats acreage, 100%; condition 100%; corn acreage 85%; condition 90%.—E. W. Koeneker.

Penalosa, Kan., May 20.—Wheat about headed; weather ideal; good crop is promised; corn backward; oats fair.—R. M. Cleveland, agt. Pacific Elvtr. Co.

Calista, Kan., May 20.—Wheat nearly all headed out; has ample moisture; crop will be record breaker; harvest will commence about June 15.—Calista Grain & Merc. Co.

Bluff City, Kan., May 22.—Wheat looks fine; think will average 20 bu. or better; about 80% land sown in wheat; not much oats put out.—P. B. Comerford, agt. Arkansas City Mlg. Co.

Preston, Kan., May 18.—Pratt, Stafford, Barton and Pawnee Counties have best prospects ever for bumper wheat crop; weather ideal; wheat beginning to head.—T. H. Urton, agt. Pacific Elvtr. Co.

Potwin, Kan., May 19.—Best prospects for largest yields ever recorded; could not be better; only chance is straw breaking; wheat waist high; now beginning to head; oats immense for this country.—C. T. Laird.

Coffeyville, Kan., May 20.—Wheat heading out; looks like 95% crop; oats looking fine; on 95% basis; splendid stand of corn but weather too cool; chinch bugs in abundance but no damage reported.—A. T. Ragon.

Bentley, Kan., May 18.—Have traveled over part of Sedgwick, Reno and Harvey counties this month and never saw better prospects for good wheat or oats crop; wheat acreage large; oats acreage normal; corn in excellent condition; not all planted yet.—J. A. Armour.

KENTUCKY.

Cloverport, Ky., May 19.—Winter wheat acreage somewhat increased; condition fine; none plowed up.—H. A. Oelze.

Sturgis, Ky., May 19.—Wheat looks fine.—Sturgis Mlg. Co.

Corydon, Ky., May 19.—Wheat acreage 100%; in fine condition; none will be plowed up; oats acreage 40%; large corn crop being planted.—W. C. Boyle, mgr. A. Waller & Co.

MARYLAND.

Sykesville, Md., May 18.—Wheat and other grains looking fine; indications point to bumper crops; weather fine.—W. R. Kinsey, mgr. Sykesville Lbr. Coal & Grain Co.

MICHIGAN.

Utica, Mich., May 11.—Wheat and meadows looking fine; wet for oats which are not sown yet.—Utica Mlg. Co.

Lansing, Mich., May 1.—Wheat condition 92%, compared with 91% Apr. 1; plowed up 2%; damage by Hessian fly 5%. Rye condition 95% compared with 87 a year ago. Oats acreage 100%.—Frederick C. Martindale, sec'y of State.

Sebewaing, Mich., May 18.—Winter wheat never looked better; spring planting with exception of corn and beans, practically finished; have had ideal spring for planting need good warm rain and warm growing weather.—John C. Liken & Co.

MINNESOTA.

Glenwood, Minn., May 21.—Prospects never better than at present; wheat acreage decreased from 25 to 30%; corn acreage larger than ever before; fine warm weather we are having now just right to give it good start.—I. L. Tobias, mgr. Farmers Elvtr. Co.

Minneapolis, Minn., May 21.—In southeastern section all small grain doing well; corn planting about 75% finished; in southwestern part some complaint of frost, which was reported to have hurt some barley but later reports show damage slight; corn planting is about two-thirds done, with favorable weather will be completed this week; farmers report they have never seen conditions and prospects as good; weather past week clear and warm; except last two days, when had scattered rains.—Van Dusen, Harrington Co.

MISSOURI.

Grant City, Mo., May 20.—Small grain prospects flattering.—Jas. C. Lutes Grain Co.

Grant City, Mo., May 11.—Prospects encouraging for good small grain crop.—J. C. Lutes & Co.

Axtell, Mo., May 19.—No wheat sown; oats acreage normal; estimate increase in corn acreage.—C. F. Smiley.

Napoleon, Mo., May 22.—Growing wheat crop at writing has dropped from 95% to 65% on account Hessian fly.—A. F. Wegener, mgr. Napoleon Elvtr. Co.

Bates City, Mo., May 19.—Wheat not as good as last season; early sown probably damaged 30%; late sown all right; none will be plowed up.—J. B. Williamson.

Bolivar, Mo., May 22.—Finest prospect for wheat since 1902; looks good; beginning to head; no insect reports; extra good season for corn but a little cool; expect full crop of wheat.—T. H. Jarman.

Billings, Mo., May 20.—Wheat acreage same as last year; condition 85%; 10% damaged by fly; nothing will be sown in place of this; oats acreage decreased 30%; corn acreage decreased 20%.—Julius Hering.

Barnett, Mo., May 19.—Wheat now damaged 20% on account of flies; small acreage will be abandoned; initial acreage was large; corn needs growing weather badly; acreage average; oats need rain.—Barnett Elvtr. Co.

Ozark, Mo., May 23.—Wheat as compared with last year 125% or better; will be ripe about June 10; all headed out; some Hessian flies but this section will not be damaged much; no wheat plowed up; corn acreage 10% increased; all planted; nearly all plowed over first time.—Geo. T. Briazeole, Ozark Water Mills.

Bellflower, Mo., May 20.—Winter wheat acreage larger than last year; condition much better; small per cent being plowed up and put to corn; oats acreage smaller than last year; nearly all corn planted; oats need rain.—Wm. McCullough & Sons.

Peculiar, Mo., May 16.—Farmers report fine stand of corn; extra fine prospect for wheat; oats very fine; a few bug reports but no serious damages feared until after wheat harvest; weather little too dry for rapid growth in corn and grass; pastures rather short.—J. H. Brockhouse.

Beaufort, Mo., May 19.—Wheat acreage increased 10%; condition about same as last year; prospect not nearly as good as month ago; corn acreage increased 25%; having a hard time coming up on account lack of rain; oats acreage increased 50%.—John Wildhaber & Son.

De Witt, Mo., May 23.—Winter wheat acreage 105%; condition 33%; 10% plowed up and will be planted to corn; much will be let stand on account land being sown to clover; damage from Hessian fly and dry weather; oats acreage normal; corn acreage will be 110%.—Crispin & Crispin.

MONTANA.

Cascade, Mont., May 18.—Growing crops in this territory in excellent condition; have had copious rains within last 10 days; conditions could not be better.—Cascade Mlg. & Elvtr. Co.

NEBRASKA.

Rosalie, Neb., May 11.—Wheat looking fine.—M. H. Osborn, agt. Holmquist Grain & Lbr. Co.

Abbott, Neb., May 20.—Wheat acreage large; looks fine; none being plowed up.—W. A. Crabtree.

Indianola, Neb., May 11.—Prospect for large crop of small grain fine.—W. W. McCallum & Co.

Uehling, Neb., May 11.—Prospects for small grain crop very favorable.—Farmers Co-operative Merc. Ass'n.

Walthill, Neb., May 11.—Wheat acreage large; looking fine; little barley sown.—C. J. Mullaney, agt. J. J. Mullaney.

Denton, Neb., May 13.—Wheat looks fine in this part of country; will have good crop if get rain from now on.—I. N. Meyers.

Ashland, Neb., May 19.—Winter wheat looking fine; none plowed up; little oats in country.—N. P. Nelson, pres. Ashland Mills, Inc.

Greenwood, Neb., May 14.—Wheat acreage about 2-3 of all grain raised; looking fine.—W. E. Pailing mgr. Farmers Grain & Stock Co.

Arlington, Neb., May 12.—Growing wheat never looked better; if prospects mean anything will have bumper crop.—R. E. Roberts Elvtr. Co.

Clearwater, Neb., May 20.—Crops looking fine; corn planting about done; prospects for good crop.—V. H. Uridel, mgr. Clearwater Elvtr. Co.

Exeter, Neb., May 23.—Wheat looking fine; oats coming nice; corn planting thru; warm weather bringing it up well.—E. O. Newell, agt. Nye Schneider Fowler Co.

Alma, Neb., May 20.—Winter wheat acreage increased 10%; condition could not be better; not an acre lost; oats acreage small; everything looking fine.—S. Whitaker.

Arlington, Neb., May 20.—Crops looking good in this vicinity; corn all planted; coming up fine; ¾ in. rain last 3 days.—H. L. McKibbin, agt. Nye Schneider Fowler Co.

Neligh, Neb., May 16.—Winter wheat doing fine; prospects for excellent crop; oats doing well; ground in splendid condition for corn planting; about 60% corn planted.—Neligh Mills.

Nehawka, Neb., May 16.—Looks like a bumper wheat crop; 75% of corn planted; all crops needing rain; however with normal season, the "Horn" will need reinforcing.—A. F. Sturm.

Bruning, Neb., May 23.—New crop from present prospects will be record breaker; all looking fine; most of corn is up; farmers report good stand.—E. C. Carter, prop. Bruning Mill & Elvtr.

Agnew, Neb., May 20.—Wheat acreage increased 20%; condition fine; none plowed up; oats acreage about normal; corn acreage all they could get in; seed coming good.—J. H. Caldwell & Son.

Ruskin, Neb., May 21.—Heavy general rain all over state saves wheat crop; Hessian fly reports in Richardson County but showers prevent much damage.—Wm. Dillon, mgr. Ruskin Grain & Coal Co.

Alexandria, Neb., May 20.—Wheat acreage increased 10 to 20%; condition perfect except possibly rather rank growth; no insect damage so far; none plowed up.—Farmers' Protective Elvtr. Ass'n.

Chalco, Neb., May 14.—Wheat looking fine; acreage same as last year; need rain; ground has too hard a crust; corn planting $\frac{1}{2}$ done; acreage larger than last year; oats fine; acreage less than last year.—Robt. Jark, mgr. Chalco Elvtr. Co.

Dalton, Neb., May 12.—All western Nebraska and eastern Colorado have had grand rains. Reliable dealers say wheat made; prospects finest in years; personal observation certainly bears this out.—T. A. Bryant, Repr. C. H. Albers Com. Co., St. Louis, Mo.

Lincoln, Neb., May 20.—Up to the present the reports received by College of Agriculture in regard to damage by Hessian fly give no cause for alarm. An expert, however, has been sent out to investigate conditions in Richardson and other counties.—L. N.

Arapahoe, Neb., May 20.—Owing to dry and windy spring 35% of wheat will be planted to oats and corn; corn and oats acreage large; conditions favorable now; corn coming good; planting about $\frac{3}{4}$ done.—C. S. Fuller, mgr. Farmers Co-operative Grain Ass'n.

NORTH DAKOTA.

Linton, N. D., May 14.—Crop prospects good.—Smith & Culbertson.

Golden Valley, N. D., May 12.—Farmers just thru seeding; acreage somewhat larger than last year; plenty of moisture to give crop good start; heavy rain May 9 and 10, fair today.—Chas. E. Mutschler, agt. Occident Elvtr. Co.

North Dakota, May 21.—Wheat seeding practically finished; large percentage oats has been sown; farmers are now either seeding barley and flax or preparing land for barley, flax or corn; in the extreme eastern part (in the Red River Valley) which was too wet, has dried out and seeding is now completed; conditions taken as a whole are promising.—Van Dusen-Harrington Co., Minneapolis, Minn.

OHIO.

Waverly, O., May 23.—Little dry for corn and meadows; wheat looking well.—J. B. Johnston.

Beach City, O., May 21.—Winter wheat acreage same as last year; none plowed up.—W. M. Seifer.

Berlin Heights, O., May 19.—Wheat about 75% of last year's acreage; greater portion looking good; none plowed up; oats acreage small; looking good.—Berlin Heights Fuel Co.

Basil, O., May 19.—Winter wheat acreage compared with last year 110%; condition 100%; not over 2% plowed up; not over 20% as many oats sown as last year; corn acreage same as last year.—D. S. Cook & Co.

Springfield, O., May 12.—Wheat prospect never better; oats all up; looking well; about 25% corn planted; 40% ground yet to be broken; corn will all be in ground by May 25 if not interrupted by wet weather.—S. A. Muff.

Atwater, O., May 22.—Winter wheat better than usual; acreage slightly increased; none plowed up; oats very late; most drilled this week more than a month late; no corn planted; not $\frac{1}{2}$ fields plowed.—F. G. Needham.

Bellefontaine, O., May 19.—Wheat acreage compared with last year 100%; condition 100%; none plowed up; growing crop in perfect condition; no insect damage; present indications are for record crop wheat.—Colton Bros. Co.

Eaton, O., May 20.—Prospect for large wheat crop good; corn planting almost finished; ground never before in better condition which is favorable for good stand, uniform growth and ripening; predict a large crop of good corn.—Jos. Poos.

OKLAHOMA.

Mooreland, Okla., May 21.—Best wheat prospect in 12 years.—Ruttman & Clifton.

Gibbon, Okla., May 11.—Crop conditions best ever.—Agt. Blackwell Mill & Elvtr. Co.

Salt Fork, Okla., May 11.—Wheat looking fine.—H. L. Lafore, agt. Blackwell Mill & Elvtr. Co.

Lawton, Okla., May 20.—Crop acreage increased 50%; wheat acreage average; 20 bu. to acre.—J. J. Brown.

Butler, Okla., May 20.—Crops in vicinity best in years.—Fred Zobisch, sec'y and mgr. Hinton Mfg. Co., Hinton.

Muskogee, Okla., May 20.—Wheat acreage increased 75%; condition same as last year; oats looks good.—H. Waldo.

Amorita, Okla., May 11.—Wheat looks fine; needs more rain; oats fair.—Frank Loeser, mgr. Farmers Federation.

Hinton, Okla., May 20.—Crop condition in and around here best in years.—Fred Zobisch, sec'y and mgr. Hinton Mfg. Co.

Grandfield, Okla., May 9.—Wheat prospects fine; harvest will commence about June 1.—R. Helton, mgr. Grandfield Elvtr. Co.

Woodward, Okla., May 19.—Wheat condition 150%; acreage 130%. Oats 110%; acreage 100%. Corn condition 200%.—C. B. Cozart.

Covington, Okla., May 19.—Wheat never better: condition 100%; acreage 115%. Oats 25% of normal crop; no corn to speak of.—S. Marquis, mgr. Marquis Grain Co.

Canton, Okla., May 19.—Wheat condition 100%; acreage 125%. Oats 80%; acreage 80%. Corn acreage 75%.—W. R. Southworth, mgr. Chalfant-Nelson Grain Co.

Enid, Okla., May 19.—Wheat condition 100%; acreage 110%; corn crop is backward; acreage 75%. Oats condition 25%; acreage 50% as compared with last year.—C. W. Goltry.

Norman, Okla., May 19.—Wheat condition 115%; acreage 100%. Oats condition 90%. Corn not very good; frost bitten; acreage same as last year. Alfalfa only fair.—S. G. Ambrister.

Reeding, Okla., May 20.—Wheat condition 105%; acreage 105%; oats condition only fair, acreage about normal; not much corn raised here.—E. W. Sibley, mgr. Reeding Grain Co.

Hillsdale, Okla., May 23.—About to harvest best wheat crop ever known in this part of country; plenty of moisture for spring crops; everything looking fine.—L. E. Jones, agt. Choctaw Grain Co.

Pawnee, Okla., May 20.—Wheat condition 100%; acreage is small; corn good stand; 25% increase in acreage; oats acreage increased 50%; condition good.—J. S. Badger, Badger-Hudson Grain Co.

Frederick, Okla., May 20.—Prospects for wheat good; acreage 110%; oats crop not so good; not good stand; too thin, acreage is short; corn in fair condition; backward on account of late spring; normal acreage.—C. N. Tillman.

Mountain View, Okla., May 16.—Weather past month favorable for wheat and oats crop; wheat acreage large; condition 100%; beginning to head; good height; clear of weeds; enuf moisture in ground to assure maturity; oats acreage not large; 100%, condition fine; have had few spots of hail and a few crops are total loss; most acreage is not large and most is covered by insurance.—D. E. McBride.

Norman, Okla., May 20.—Wheat prospects good; acreage 10% increase over last year; corn not as good as usual; backward on account of too much rain; acreage same; oats acreage 110%; condition good.—Tom F. Carey, mgr. Norman Mfg. & Grain Co.

Sentinel, Okla., May 18.—Plenty of rain; ground in fine shape; do not see how we can miss crop of wheat and oats; some farmers say will get 40 to 50 bus. to acre; oats will make big yield; wheat harvest will soon be here.—A. T. Jones, agt. Wilbur Miltenberger, Box 68.

SOUTH DAKOTA.

Ravinia, S. D., May 20.—Prospects good for bumper crop.—F. C. Bardell, mgr. Farmers Elvtr. Co.

Iroquois, S. D., May 19.—Crops of all kinds looking good; corn planting well along.—C. W. Stoner.

Fairfax, S. D., May 20.—Prospects for crop very great; had big 2 in. rain last evening.—H. Sanhers, agt. Nye Schneider Fowler Co.

Vienna, S. D., May 21.—Soil in fine condition from recent rains; small grain looking good; prospect shows bumper crop.—E. E. Bruha, agt. Northwestern Elvtr. Co.

South Dakota, May 21.—In eastern part corn planting will be completed this week; high winds past week but still plenty of moisture and showers past 2 days will offset any evaporation which has taken place; the north central part of Brown County where soil is sandy will bear watching, as there may possibly be some damage from high winds.—Van Dusen-Harrington Co., Minneapolis, Minn.

TENNESSEE.

Box sta., (Denver p. o.) Tenn., May 19.—Winter wheat acreage increased 100%; condition 100%; none plowed up; crop will be 10 days earlier than last spring; oats acreage normal; very little sown in this part of state; corn acreage increased 10%.—Duck River Grain Co.

TEXAS.

Hale Center, Tex., May 18.—Crops look fine; lots of rain.—O. C. Sanders.

Caddo Mills, Tex., May 14.—Grain acreage short; yield average.—Jas. R. Bass.

Nevada, Tex., May 20.—Grain crops short; too much rain; farm work badly behind.—J. M. Smith.

Greenville, Tex., May 23.—Oats look good; little wheat raised; corn backward and late.—Weathers Grain Co.

Hallettsville, Tex., May 18.—Grain crops backward; badly damaged on account so much rain.—Houchins Produce Co.

Seymour, Tex., May 21.—Condition wheat 95%; acreage 135% compared with last year; oats mostly winter killed; none for shipment this season.—D. O. Green, Seymour Mill & Elvtr. Co.

Fort Worth Tex., May 9.—Wheat acreage 119 $\frac{1}{4}$ %; condition 111%. Oats 93 $\frac{1}{2}$ %; condition 99 $\frac{1}{4}$ %. Corn acreage 95 $\frac{1}{4}$ %; condition 90%.—H. B. Dorsey, acting sec'y of Texas Grain Dealers Ass'n.

Wylie, Tex., May 18.—Wheat and oats doing well; some complaints of rust in wheat; clear weather would be great benefit to crops; rains have been rather heavy last few months.—H. W. Lawrence.

Bartlett, Tex., May 21.—Wheat prospect good; about 90% of normal acreage, probable yield 15 bus.; oats acreage 90%; condition fair; damaged some by rains.—Ed. Lawrence, mgr. Lawrence Bros. Merc. Co.

Childress, Tex., May 22.—Have first small grain crop we have had in years; if can save it crop will yield well; have had rain every day for past 2 weeks; if sun does not shine soon, wheat will be damaged by rust.—S. A. Shaw.

Crowell, Tex., May 21.—Wheat prospect never better; acreage increased fully 50%; will commence cutting June 1; oats frozen out; none for shipment; maize and kafir condition fine; acreage large.—W. S. Bell, mgr. Bell Grain Co.

UTAH.

Ogden, Utah, May 19.—Everything going on satisfactorily; if present conditions continue will have good crop.—L. J. Griffin, sec'y Blackman & Griffin Co.

WISCONSIN.

Walworth, Wis., May 18.—Crops looking good; some corn planted; small grain coming up fine; barley acreage decreased over 25%; oats acreage increased.—C. W. Van Schaick, agt. Milwaukee Elvtr. Co.

Colfax, Wis., May 22.—Have just had fine rain; crops look good; oats have the run thruout this section; prospects better now than ever before.—J. A. Freestone, agt. Northern Elvtr. Co.

W. W. Beatty of Pittsburgh Dead.

The death recently of Wm. Wadell Beatty at his home in Aspinwall, a suburb of Pittsburgh, Pa., came as a shock to members of the grain and hay trade of that city. For over 28 years Mr. Beatty had been associated with the old and well known firm of R. S. McCague & Co.

Mr. Beatty always worked unselfishly to promote any enterprise with which he was identified. For many years he had been a director of the Grain Exchange; and as a member of the Methodist Episcopal Church of Aspinwall he took an active part in church work. He was highly esteemed by his associates on the Exchange. A widow and four sons survive him. A portrait of Mr. Beatty is given in the engraving.

Connecting Carriers.—Under the Carmack Amendment (Act June 29, 1906, c. 3591, §7, 34 Stat. 593 [U. S. Comp. St. Supp. 1911, p 1307]) to the Interstate Commerce Act Feb. 4, 1887, c. 104, §20, 24 Stat. 386 (U. S. Comp. St. 1901, p 3169), a carrier accepting goods for shipment to points on another line in another state is conclusively treated as having made a through contract, and to have thereby elected to treat the connecting carriers as its agent, and as though the point of destination were on its own line.—Gamble-Robinson Commission Co. v. Union Pac. R. Co. Supreme Court of Illinois. 104 N. E. 666.



W. W. Beatty, Pittsburgh, Deceased.

Shipper's Weight Good Against Contract for Destination Weights.

A decision very gratifying to every country shipper who has equipped his elevator with approved weighing facilities was rendered April 21 by the Appellate Court of Indiana in the suit by the Washburn-Crosby Milling Co., of Louisville, Ky., against O. L. Brown, grain shipper at Campbellsburg, Ind.

Brown claimed he shipped 727 bus. wheat. The milling company claimed it received 486 bus. only, and brot suit in the Circuit Court of Washington County to recover \$137 overpaid for the difference in weight and \$200 for the poor quality. At Brown's request when he made shipment and sent B/L the milling company had remitted him \$675 on account. In court Brown claimed there was still due him \$139.24 on 727 bus. at \$1.12 per bu.

The milling company relied on the contract contained in a letter reading as follows:

Louisville, Ky., 7/20/09.

Mr. O. L. Brown, Campbellsburg, Ind.

Dear Sir: In accordance with telephone conversation with our Mr. Harris this morning, we are booking for your account approximately 1,000 bushels No. 2 red wheat, at \$1.12 f. o. b. Campbellsburg, for prompt shipment, and subject to our weights and inspection. Mr. Harris advises us you expect to get this car out not later than Friday, and we trust you will use every effort to do so, as for later shipments we are bidding a lower price. Very truly, Washburn-Crosby Milling Co. F. H. Nesmith, Incorporated.

The lower court decided against the milling company on every point and for Brown in his cross-complaint, judgment being given Brown for \$109 and costs. The milling company appealed, but the decision was affirmed on every point, Judge Shea saying:

Under the well-established rule of our court, we are not permitted to weigh the evidence. There is a conflict between the testimony of the witnesses for appellant and those for appellee as to the amount of the wheat. The letter from appellant to appellee states that the wheat was subject to their weight and inspection. We think a fair construction of this language is that inspection and weights were to be taken at the city of Louisville, the destination of the car, and that it was proper to hear the evidence of appellant as to the weight of the wheat at that point, and also as to the quality found upon investigation; however, it was equally proper to hear the evidence of appellee's witnesses as to the quality of the wheat, and the weight as it was found to be when loaded in the car at Campbellsburg.

The fact that the wheat was to be inspected at Louisville was not intended to preclude appellee from attempting to show the amount and condition of wheat put in the car at the initial point of shipment, as a circumstance contradictory or tending to contradict the evidence of appellant as to the quantity and condition of wheat when it arrived at Louisville. There is sharp conflict in the evidence both as to the quality and quantity of the wheat. It is too well settled to require the citation of authority that, where there is a conflict in the evidence, this court will not weigh it. The trial court having heard all of this evidence, its decision must be taken as conclusive on that point.

We cannot say, as a matter of law, that the amount of recovery was too large. Shaw v. Ayers, 17 Ind. App. 614, 47 N. E. 235.

We find no available error in the record. Judgment affirmed—104 N. E. Rep. 997.

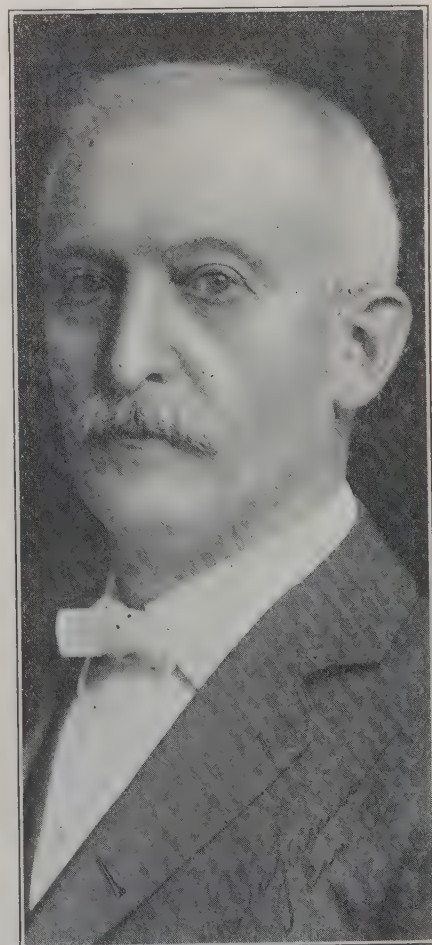
THE RAYNE Rice Milling Co., Rayne, La., was fined \$50 recently under the Pure Food and Drug Act for labeling a shipment of stock feed as containing 10.5 protein when examination showed only 9.09 percent protein.

Death of B. W. Gale.

B. W. Gale, prominent in the grain, hay and flour business of Cincinnati for the past 40 years, died at his home in Cumminsville, Thursday morning, May 14, after an illness since last November. The deceased was 71 years old and had been a member of the Cincinnati Chamber of Commerce for the past 50 years. He was born at Tiffin, Ohio, from which state he enlisted and served thru the Civil war as a member of the Commissary department.

Mr. Gale's business career has been devoted to the grain business in Cincinnati, he having entered the employ of Newhall, Clark & Co., produce merchants, at the close of the war. Later he formed a partnership with Mr. Newhall under the firm name of Newhall, Gale & Co., doing a hay grain business. Up until a short time of his death he was the directing spirit of the well-known firm, The Gale Bros. Co., tho he confined his active efforts to the flour department, leaving the other business to his sons, Pliny and Albert.

Mr. Gale was held in high esteem by members of the trade where his long career had given him a large acquaintance. He is survived by a widow and three sons, Parker K. Gale and A. C. and Pliny M. Gale, the latter two being associated with their late father's business. A portrait of Mr. Gale is herewith reproduced.



B. W. Gale, Cincinnati, Deceased.

Cairo—The Grain Dealers' Mecca

Program Illinois Grain Dealers' Meeting.

The twenty-first annual convention of the Illinois Grain Dealers' Ass'n, June 2nd and 3rd, will be held in Cairo, Ill.

Headquarters, Halliday Hotel.

All business sessions will be held in the Cairo Opera House.

All engaged in the grain trade, are most cordially invited to attend the Convention.

Tuesday, June 2nd, 9:00 A. M.

Call to order—Pres. Lee G. Metcalf, Illiopolis.

Invocation—Rev. A. M. Eells, Cairo.

Song—Cairo Double Quartet.

Address of Welcome, for the city of Cairo and the Cairo Board of Trade—Hon. W. H. Wood, Mayor.

Response for the Association—J. W. Radford, Chicago.

Minutes of last Annual Convention.

Secretary's Report—S. W. Strong, Urbana.

Treasurer's Report—H. I. Baldwin, Decatur.

Auditing Committee's Report—Geo. Ritscher, Chairman, Owaneco.

Address, Charges on Transit by Carriers, J. B. Magee, Cairo.

New Business.

Tuesday, June 2nd, 1:30 P. M.

President's Annual Address—Lee G. Metcalf, Illiopolis.

Central Markets and Future Trading—Hon. Harry Woods, Springfield.

U. S. Corn Grades—C. B. Riley, Sec. Indiana Grain Dealers' Ass'n.

Reports of the following Committees, by the Chairmen:

Arbitration—H. A. Rumsey, Chicago.

Executive—W. L. Shellabarger, Decatur.

Legislative—Thos. Sudduth, Springfield.

Claims Bureau—R. C. Baldwin, Bloomington.

Scales Department—W. M. Close, Illiopolis.

Address, Grain Dealers' Relations to Grain Dealers' Ass'n—Chas. D. Jones, Pres. Grain Dealers National Ass'n.

Election of Officers.

New Business.

Wednesday, June 3rd, 9:00 A. M.

The Public Utilities Law in Relation to Grain—Hon. Frank H. Funk, Bloomington, Member Public Utilities Commission.

Legal Matters in Connection with the Grain Business—Wm. R. Bach, Attorney for the Ass'n.

The Bill of Lading—W. M. Hopkins, Chicago.

Report of the Resolutions Committee.

Scale Inspection—Geo. J. Betzelberger, Scale Inspector of Ass'n.

New Business.

ENTERTAINMENT.

Tuesday June 2nd.

1:30 P. M.—Automobile ride for the ladies.

4:00 P. M.—Reception by Cairo Woman's Club for visiting ladies.

8:30 P. M.—Reception, musical entertainment and dance, at Elks Club. All invited to attend this entertainment.

9:30 P. M.—Stag entertainment and smoker, with initiation by Knights of Mystic Krew of Comus, at K. M. K. C. hall. All visitors cordially invited.

Wednesday June 3rd.

12:30 P. M.—Steamboat ride on the Ohio and Mississippi rivers on the magnificent steamer City of Alton. Schedule so arranged as to accord the opportunity to all to set foot on three states while on this trip.

Old fashioned Kentucky barbecue. Return trip so scheduled as to arrive at Cairo between 5:00 and 5:30 P. M.

Place Meeting and Executive Committee: A. E. Rust, Lee G. Metcalf, S. W. Strong, H. S. Antrim, J. B. Magee, W. G. Cunningham, Secretary.

Entertainment Committee: W. H. Sutherland, Chas. Cunningham, E. E. Cox, Alf Haynes, C. C. Terrell, George Parsons, C. S. Bourque, Geo. G. Koehler, B. H. King, Oris Hastings, J. B. Wenger, Chas. Miller, J. W. Howe.

Reception Committee: W. H. Wood, Davids Lansden, M. E. Gilbert, C. C. Terrell, P. T. Langan, Wilbur Thistlewood, O. P. Hurd, Reed Green, P. C. Barclay, R. H. Allen, Jno. E. Aisthrope, W. J. Johnston, Walter Warder, Homer Harp, Chas. Feuchter, Judge Butler, E. L. Gilbert, C. O. Patier, Julius Schuh, E. A. Smith, Dr. Grinstead, M. J. Howley, John Greaney, C. L. Keaton, Judge Dewey, Dan Kelly, Hunter Bird, T. C. Clendennin.

Finance Committee: H. R. Aisthrope, H. E. Halliday, J. H. Galligan, E. G. Fink, E. E. Cox.

Transportation Committee: J. D. Ladd, B. H. King, W. F. Crossley, L. H. Mussman, John Jones, Jake Heid, C. S. Bourque, H. E. Pitts, J. E. Luby, Capt. Faudree, N. G. Carson, O. P. Appelgate.

Badges and Decorations: W. S. Powell, W. G. Cunningham, J. B. Wenger, Ira Hastings.

Hotel Committee: B. H. King, W. H. Sutherland, Jake Heid.

Publicity Committee: Jno. C. Fisher, Albert J. Lane, Geo. B. Walker.

Automobile Committee: Ira Hastings.

Ladies' Reception Committee: Cairo Woman's Club.

Attendance Committee: J. B. Wenger, Chas. Cunningham.

Sergeant-at-Arms, C. L. McWherter.

Cairo is Ready.

All arrangements have been completed, and everything will be ready to entertain the largest crowd that ever attended a State Convention.

Down here in Egypt we do not believe in doing things by halves, and while we can't show the visitors the Nile, we can show them two of our greatest rivers, and give them a pleasant boat ride.

The Entertainment Committee has gotten a famous southern barbecue cook, and is going to give the visitors some barbecue with "trimmins."

The night of the 2nd will be a memorable one for some of the visitors, as the Knights of the Mystic Krew of Comus expect to show them one good time at the Stag.

The Cairo Woman's Club has an attractive program for the ladies, including an automobile ride and the Musical and Dance at the Elks Club. This will be an inducement for the visitors to bring the ladies with them to Cairo.

From the reservations at the hotels, and from information the Attendance Committee has every Grain Dealer, with a few unfortunate exceptions, will be present, and the Committees in charge want to assure every one that they will be taken care of. If they don't have a good time it will not be the fault of the Egyptians of Cairo. (Not Kryo.)

The Cairo Board of Trade.

The Cairo Board of Trade was incorporated by the State February 1st, 1889. The present officers are: H. S. Antrim, President, elected for the fifth time; Oris B. Hastings, Vice-President; W. S. Powell, Secretary; H. E. Halliday, Treasurer. Directors: J. B. Magee, E. A. Rust, W. H. Sutherland, John Thistlewood, E. G. Fink, W. H. Wood, P. T. Langan.

Grain Committee: A. E. Rust, Chairman; W. H. Sutherland, John Thistlewood.

Rate Committee: J. B. Magee, Chairman; A. E. Rust, W. L. Duncan.

Arbitration Committee: E. G. Fink, Chairman; Ira Hastings, Chas. Cunningham.

Cairo's Weighing Department.

The Weighing Department has jurisdiction over all weighing for Members of the Cairo Board of Trade. The Deputy Weighmasters make a report on the physical condition, and seals, on all cars that are unloaded at the elevators and warehouses. All cars being thoroughly examined for leaks, and the report of Deputy Weighmasters and Samplers are compared so that it is practically impossible for leaks not to be detected. The Deputy Weighmaster makes a report, the original of which is sent to the office of the Weighmaster, the carbon copy of which he keeps on file.

The weight certificates are issued at the office, and are signed by the Weighmaster. They are made in duplicate and carbon copy is furnished the Railroad. The weight certificate has an outline of a box car on the back, and the physical condition of the car is noted on this, also the seals.

The Deputy Weighmasters and Samplers are all in the employ of, and are paid by, the Cairo Board of Trade.

The certificates issued are of different colors. The "in" certificate is on yellow paper, and the "out" on green paper.

The weighing department has a full set of United States Government Standard test weights, and tests are made on all scales every sixty days, and a scale expert is employed by the Board of Trade to make the test at least twice a year.

Inspection Methods at Cairo.

The Cairo Board of Trade reorganized the Grain Inspection Department on August 1st, 1910, W. S. Powell being appointed Chief Inspector. The office system of Inspection has been given a trial and proven very satisfactory.

The method of sampling is as follows: The sampler goes to the railroad yard where he is furnished with a list of grain laden cars for members of the Board of Trade. He gets a sample from the car from four to five drawings with the trier. The samples being put in cloth sacks, except corn, which, from November until May, is taken in tin cans with screw tops, and is then taken to the office where it is graded, all corn during the season being tested on Duvall Moisture Testers.

Each sack, or can, has a ticket placed in it with the number, initial, and kind of grain recorded on it. The grade being put on at the office after which a record is made of the grade, number of car, and consignee. A number is put on the ticket which corresponds with the number on the record. It is then placed on a hook on a rack, and the sample is kept for six full days, or the morning of the 7th. For instance samples brot in Monday are not destroyed until the following Monday morning. Samples that are considered doubtful are placed on a separate rack and kept for fifteen days. This is done so that shippers can, by notifying the Chief Inspector, get a sample and see for themselves why their grain graded as it did. There is no charge for re-inspection.

The Appeal Committee, which is also the Grain Committee, is composed of A. E. Rust, J. B. Magee, John Thistlewood and J. W. Wenger. It has been called but once in three years.

All certificates are personally signed by the Chief Inspector, and issued only from his office after the inspection of the grain. The in inspection certificate is blue, and the out inspection is pink.

The samplers get all samples of grain that are shipped from the elevators or warehouses and it is inspected at the office. Samples of this grain are kept for thirty days. The samplers make a physical examination of all cars that they sample, and take the seal numbers and reseal all seals that are broken with Cairo Board of Trade seals, and make report to the office the condition of car and seal numbers, and this report is kept on file as a permanent record.

The Board of Trade would like to have all the visitors call at the Inspection Office and see how grain is graded. The grain dealers and Chief Inspector Powell will welcome any suggestions for the betterment of the service.

The Cairo Convention.

Grain men, bankers, merchants, editors, farmers, everybody of Cairo is bustling about in anticipation of the coming of the 21st annual convention of the Illinois Grain Dealers Ass'n June 2-3. They're all happy in the thot that Cairo has been given the opportunity to entertain the grain dealers of Illinois and incidentally they are preparing to show them that the little gateway city has some natural resources the like of which no other city of her size in the United States can boast.

It is not altogether a serious time that the Cairo citizens are preparing for, altho the business of the meeting has been given its important place on the program, for the Egyptians believe in a good time. A glance at their plans convinces one that they're going to have it. Every grain dealer is going to be made welcome, yes and urged to attend with his wife and daughters because not a small part of the entertainment has been designed with a special desire to please the ladies. They

will be given automobile rides and be made joint partakers in the reception given by the Cairo Women's Club, musical entertainment, dance, steamboat rides and a barbecue.

Among the entertainment features that have been given the most painstaking care are the barbecue on the second day and a ride down the river. The delegates and visitors will be taken to the barbecue on a large river boat, the City of Alton. It is expected that barbecue will be completed in plenty of time for a ride on both the Mississippi and Ohio rivers and for short stops in both Missouri and Kentucky.

On June 2 the features will be a reception and dance in the Elks' club for all delegates who are accompanied by their wives. At the same time a counter attraction will be a smoker for the men. However the details of this entertainment are being carefully guarded for fear that it will detract from the reception at the Elks' club, as it is whispered about that some "stunts" never before revealed outside the order of the Knight of the Mystic Crew of Comus will be staged.

The M. & O. Railroad has just issued an interesting folder on Cairo and the Convention. Several thousand have been distributed throughout the State. A special train of sleepers will be run by the St. Louis Grain Club St. Louis to Cairo and return. Many reports from various points in Illinois indicate a large attendance.

Missouri and Kentucky dealers will also be represented, while Memphis, Nashville, Louisville and Cincinnati will not forget the time and place.

CAIRO AS GRAIN CENTER.

Cairo, tho only a city of 20,000 population, is an important receiving and shipping point for grain and grain products. In 1909, 20,915 cars of these products which represents considerably over 600,000 tons were received. In 1913, 9,852,221 bus. of oats, 2,121,293 bus. of

corn and 488,449 bus. of wheat were received at the various elevators and warehouses of Cairo, while 9,456,902 bus. of oats, 2,110,859 bus. of corn, and 288,009 bus. of wheat were shipped during the same time. These shipments were drawn from territory as far away as Idaho and as far east as Indiana. Some of the grain firms of Cairo are known thruout the United States and their elevators are among the best equipped in the great Mississippi valley.

The Halliday Elvtr. Co. is one of the oldest grain firms. The business which was established nearly fifty years ago is under the direction of H. E. Halliday. The company's plant has been in continuous operation since and has steadily increased its business by persistent and conscientious work. The Halliday elevator has a capacity of 500,000 bus. and handles between 4,000 and 5,000 cars of grain yearly. The firm is a member of the Grain Dealers National Ass'n, the Illinois Grain Dealers Ass'n, the Cairo Board of Trade, the St. Louis Merchants' Exchange, and the Chicago Board of Trade. A branch office is maintained by the firm at St. Louis, which is also under the supervision of H. E. Halliday with F. J. Malone next in charge. A. E. Rust is manager at Cairo. The company's elevator is equipped with four 80,000 bus. hopper scales, cleaners, clippers and a complete fire protection apparatus.

The Magee Grain Co., owned by J. B. Magee, was established in 1902 under the name of Redman, Magee & Co., but in 1910 was changed to its present name and ownership. A. W. Lynch is the present manager. The firm deals in corn and oats extensively and buys in Illinois, Northern and western states and ships a large volume of grain to the south and southeastern states.

The elevator of the company is modern in its construction and equipment. It has a capacity of 125,000 bus. It is located on an elevation and commands a view of a large part of Cairo. Its equip-



The Grain Inspection Department of the Cairo Board of Trade.

ment includes also modern shipping scales and sacking machinery.

The Samuel Hastings Elvtr. Co. was established in 1884 by Samuel Hastings, but was not incorporated until 1905, after the death of the founder. The present active members of the firm are Ira Hastings, pres., and Ora B. Hastings, sec'y and treas. The firm operates a modern elevator of 80,000 bus. storage capacity with a daily handling capacity of 30 cars. It deals in hay as well as grain and has two 100 car warehouses in Cairo, also several large corn cribs at country points thruout the southern part of the state. It specializes in ear corn and alfalfa hay.

The firm of H. S. Antrim & Co. occupies an important place in the Cairo grain trade, as much from the fact that Mr. Antrim, the proprietor, is so highly respected as from any other. Mr. Antrim has been elected and re-elected president of the Cairo board of trade for four consecutive terms despite the fact each time he has asked to be relieved. He started in the grain business in 1885 for C. M. Howe & Co. as an office boy and in 1900 was admitted to partnership. In 1906 he became sole proprietor and changed the firm name.

Pink & Co. have been in the grain, hay, feedstuff and flour business in Cairo for the past 25 years. The present members of the firm are E. G. Pink and L. R. Pink, both of whom are well up in the grain trade. The company handles its business through a warehouse of 60 cars capacity, which is located on the I. C. tracks. It is provided with an automatic fire sprinkling system. The firm also does a storage business.

The H. L. Halliday Milling Co. does an extensive feed and milling business. It was established in 1868 under the name of Halliday Bros. and was conducted during its early years by H. L. Halliday, the deceased father of Douglas and H. E. Halliday, the present pres. and vice-pres. The company was not incorporated until 1891. The business is now under the supervision of Douglas and H. E. Halliday.

Chas. Cunningham & Co. was established by Chas. Cunningham in 1886. In 1912 Wm. G. Cunningham, son of the founder, was taken into partnership. The firm has been successful from its inception tho at first did not operate an elevator. It now has a 75,000 bus. elevator thoroly modern in equipment, located on the M. & O. tracks. The company also has a number of warehouses with liberal track frontage.

The Cairo Milling Company was incorporated in 1900. Its present officers are W. H. Sutherland, pres., George Parsons, vice-pres., and J. B. Wenger, sec'y-treas. It has a paid in capital stock of \$75,000. Its plant is modern in all of its equipment, having a capacity of 500 bbls. of flour per day and 100 tons of feed.

The firm of Thistlewood & Co., which specializes in the handling of oats, was established in 1871 by P. J. Thistlewood and N. B. Thistlewood, who have been succeeded by John and Arthur Thistlewood, the present active members of the firm. The company operates an elevator which, combined with the adjoining warehouse has a capacity of 100,000 bus. Its plant is operated by means of a 75 h. p. electric motor.

The Peerless Milling & Feed Co. is the youngest of Cairo's firms, having been incorporated but recently with W. H. Suth-

erland, pres., J. W. Cohn, treas., and I. Sutherland, sec'y. The company will manufacture stock, dairy and poultry feed and will handle bran, middlings and corn chops. It has just completed a new plant for its business.

Cairo's Transportation Facilities.

With the holding of the 21st annual convention of the Illinois Grain Dealers Ass'n, Cairo, Ill., is being brot more prominently before the grain trade than ever before. During the last few months in which the preparations have been carried on and made known to the dealers of the state generally, this bustling city has had the opportunity to show her latent and future possibilities. In no way has this been done more than in her transportation facilities.

Situated as it is, on the delta that is formed by the junction of the Ohio and Mississippi rivers, Cairo is in a position to command interior traffic such as few other cities in the United States. Her harbors are at the head of all year deep water transportation and her shipping firms deliver cargoes thruout the south and southeast, West Indies and Central Americas by river transportation. It is conservatively estimated that 20,000 miles of navigable river course are tributary to this little city's port and the ports of 15 states are accessible.

In addition to her natural commanding position, Cairo is well supplied with river steamship lines, running regularly to Vicksburg, New Orleans and other seaports of the gulf. Many of the lines are supplemented by tow boats, tugs and wharfboats which operate in conjunction with the elevators of the various grain firms of Cairo, thus affording an excellent outlet for grain and grain products by cheap transportation.

Another important phase of transportation facilities, however, is the large number of railroads that operate thru Cairo. At present there are five and the sixth is being built between Cairo and Thebes, thus opening a direct connection with all the roads that use the Thebes bridge and giving a direct outlet to the entire west. The I. C. R. R. extends from New Orleans on the south to Chicago, St. Louis, Omaha and St. Paul on the north, the M. & O. operates between St. Louis and Mobile, Ala., the Big Four has a direct service to Chicago, Cleveland, Buffalo and New York. The Cotton Belt connects Cairo with Arkansas and Texas, and the St. L. I. M. & S. with Poplar Bluff, Mo., and points in the west and southwest.

Before the Civil War water traffic to and from the upper river points was in the ascendancy, but about this time the I. C. R. R. built its lines into this territory and a transformation began. This change has continued until now the rail transportation of Cairo is far in excess of the river. This change has been due not alone to the efforts of this one line, which was granted invaluable concessions by the city of Cairo in its early history, but to the building of other roads into the same territory and the subsequent competition. The result in 1909 was nearly 6½ million tons of in and out-bound shipments by rail as against 4 million tons by water.

This condition is having and can have in the future of grain as well as other shipments from Cairo only a beneficial effect as regards to rates. Owners of both rail and water transportation are continually trying to favor Cairo with the low rates, thereby placing the city

upon a competitive basis with all the great trade centers of the country, and allowing it to draw from the rich surrounding country to the fullest extent.

With the completion of the Panama Canal another change is expected, but this time in favor of the cheaper river transportation, for then the city will have open to it a much larger field, and unlike the seaports will not be placed at the disadvantage of a long land haul. When that time arrives hundreds of river barges will load weekly at this port to distribute their cargoes all over the world.

Cairo.

BY A. E. RUST.

We read in Lansden's most excellent History of Cairo, of the journeys made by the early French explorers and missionary priest, to the great Mississippi and Ohio Valleys, seeking what they could discover, and with an eye to the conversion of the savages that inhabited these parts in those early days. The Ohio river was then known as the Oyabache, and the Mississippi as the Mechasipi.

It is recorded that the good Father Xavier de Charlevoix, in his journey from Quebec, in the early part of 1721 and the latter part of 1722, journeyed to what is now known as Cairo. This missionary father when for the first time viewing the confluence of the mighty Mississippi and Ohio rivers, was enthusiastic as to the possibilities of the point of land lying between these two rivers, now the most Southern portion of the great state of Illinois; and in a letter dated in 1721 he makes this significant comment, referring of course to the point of land on which Cairo now stands:

"There is no place in Louisiana more fit in my opinion, for a settlement, than this one, and where it is of more consequence to have one. A fort with a good garrison would keep the savages in awe, especially the Cherokees, who at present are the most numerous nation of this continent."

We find further, in a letter written by Father Vivier, as early as 1750, where he comments that to insure possession of the country it would be well if a good fort was established upon the Ohio, the only place where the English can enter the Mississippi; meaning of course Cairo, which it is needless to say, is at the confluence of the Ohio and Mississippi.

These fathers recognized that here was a point strategic from a military standpoint, and those who followed them undoubtedly recognized the importance of this point for a settlement, and at a later date for the establishment of a town and a city.

Another Reverend Father, writing at a later date, makes comment that the country surrounding this point contained great numbers of buffalos (bulls), and bears.

If the shades of those early explorers and missionaries should at anytime be hovering about Cairo, they would see a condition changed in every sense of the word. They would find a busy city, well paved, well lighted, governed by modern methods, and protected by a levee system which undoubtedly is a great engineering accomplishment, and stands as a monument to the untiring energy of Cairo's citizenship, as well as to the liberality of our state and United States government, for this levee system protects fully this city and its great manufacturing district, known as the Drainage District, against further overflows. They would also see a city of busy merchants, who probably go farther in disposing of

the commodities they handle than any town or city of a similar size in the United States. Across the Atlantic, across the Pacific, across the Gulf of Mexico, into the West Indies, and into South America, Cairo's goods follows its quotations. We do not refer particularly here to grain, but to general merchandise and manufactured articles. The city of Cairo is not the biggest in Illinois, but it is the biggest city of its size in the world.

Located at the head of navigation of the Mississippi river, how great are the possibilities, with navigable water 12 months in the year from Cairo to salt water. How great, we say, are the prospects of this city when one considers the eventual results that will come to the great Mississippi valley, when the Panama Canal is finally opened to the commerce of the world.

How appropriate, therefore, it is that the Illinois Grain Dealers, in selecting a meeting place for their annual convention, should select Cairo. It will be a meeting place of the bulls and bears of a different kind than once inhabited this country, and these people will come to Cairo for a purpose, not backed by a religious missionary spirit, but backed by a desire to meet their friends face to face, and to discuss ways and means whereby the condition of the Illinois grain dealer and farmer, and the agricultural conditions generally, can be improved.

Cairo has had its Board of Trade, and its other commercial bodies, devoted exclusively to the good of the commercial interests of the city; and with particular reference to the grain trade, it might be pertinent to remark that the Cairo Board of Trade has been in existence in excess of a quarter of a century. Great good has come to the city through its efforts, and great good will undoubtedly come to the city in the future, through the efforts of this lively organization.

The various transportation lines entering the city long since recognized Cairo as a strategic point, and have accordingly made freight rates, not always what we would like to have them, but yet rates that enable this market to compete with other Ohio and Mississippi river crossing points, to the extent that this market has become, not the consumer of an occasional car of grain, but a recognized shipping point, whose certificates of weights and grades are recognized, not only in every state where this market does business, but in many foreign countries as well.

Cairo draws its supplies from Indiana to the Rocky Mountains and as herein indicated, disposes of this grain in the great consuming territory from Texas to North Carolina, to say nothing of its export business, which at times is very heavy.

The Board of Trade membership represents, so far as the grain department is concerned, all that any similar organization represents at any point in this country. The membership are a clean cut set of business men, thoroly alive to the interests of the market, and ready and willing, (as has been seen in the Illinois rate case recently), to co-operate unstintingly with their time and money, towards the betterment, not only of conditions in their own market, but so far as Illinois generally is concerned, and it might be added, so far as the trade generally is concerned.

In inviting the Illinois Grain Dealers' Ass'n, its membership, and its friends, to

Cairo, this city assures them a welcome such as we believe they have never had elsewhere and never will receive until they again honor the city of Cairo with their presence.

Our weighing and inspection department continues under Mr. W. S. Powell, Chief Inspector and Weighmaster. So far as the inspection is concerned, it is performed in a manner similar to other large receiving markets.

The weighing department has jurisdiction over the weighing done by members of the Cairo Board of Trade. The deputy weighmasters make a report of the physical condition of the cars and seals that protect them, all cars being thoroughly examined for leaks, and a report of deputy weighmasters and samplers is compared, so it is practically impossible for a leak not to be detected.

Certificates of weight are issued at the office, and are signed by the weighmaster. These weight certificates are made in duplicate, one of which is furnished the railroad; and it might be remarked right here, that there is not a line entering the city of Cairo that does not accept as final these certificates, so far as the settlement of freight, and the payment of claims is concerned. The very fact that the lines having rails into this city, accept these certificates, is to our mind one of the best indications of the high standing of the weighmaster's department of the Cairo Board of Trade.

The deputy weighmasters and samplers are all in the employ of and are paid by the Cairo Board of Trade.

The weighing department has a full set of U. S. Government standard test weights, and tests are made on all scales every sixty days, and an expert is employed by the Cairo Board of Trade to make careful tests at intervals during the year.

It is a source of great satisfaction to the members of the Cairo Board of Trade, to Cairo business men generally, —and it might be added, to the grain trade generally throughout the Southern portion of the state of Illinois,—that the Illinois Grain Dealers' Ass'n should have chosen Cairo as its next meeting place. This end of the state feels that it has received tardy recognition, and is going to endeavor to show the Ass'n first that we know how to entertain a convention, and that it will be the purpose of the grain interests of this end of the state, to boost wherever possible, association work. We feel that great good will come, not only to us, but to the Ass'n as well, on account of the recognition that the Ass'n has given us.

We bid the Ass'n, its membership, and its friends, welcome; not only in the name of the Cairo Board of Trade, and the grain trade generally, but in the name of the various business organizations; with the full assurance that it is our belief that you will undoubtedly, at a later date, hold another convention in our city.

"GUARANTEED under Pure Food & Drugs Act" will soon disappear from labels of food products, under a ruling given May 5 by the Dept. of Agriculture in Food Inspection Decision No. 153. These words on the label have led many persons to believe that the government guaranteed the contents to be pure and wholesome, whereas the label should have read, "Prosecution of Handlers of this Article Prevented under Pure Food & Drugs Act, Serial No. —."

Error Not Manifest.

Ft. Worth Elevators Co., Ft. Worth, Tex., v. Ponca City Milling Co., Ponca City, Okla., before the Tri-State Board of Appeals of Arbitration of the Grain Dealers Ass'n.

This case is appealed to the Tri-State Board of Arbitration by the Ft. Worth Elevators Co., and upon examination of papers and evidence submitted to us, we find that the controversy arose over a sale of five cars of corn at 83½ cents f. o. b. Ponca City. On May 30, the Ponca City Mill received an offer from the Ft. Worth Elevators Co. of 83½ cents. This telegram was received at 5:50 p. m., and the evidence submitted shows that at 7:20 p. m. of the same date, Ponca City Mill accepted the offer on three cars of corn, and at 7:32 they filed another message accepting offer on two cars, making five cars in all, which covered the amount bid on by the Ft. Worth Elevators Co. At 8:44 a. m. the next day the Ponca City Mill received a telegram from the Ft. Worth Elevators Co. stating that their code word "Adamite," No. 3 corn was an error, and should have been "Acutely," No. 3 white corn.

They claimed in the message that this was a manifest error. We hold that while under certain conditions this might have been a manifest error, yet under the conditions prevailing in Oklahoma at that time when there was very little corn moving and bids were varying from one to three cents, as has been proven to our satisfaction, the error was not manifest. Evidence submitted shows that No. 3 corn was selling freely at prices not materially different from this bid and that the proof of sales on No. 3 white corn was 85 cents, or 1½ cents more than this offer.

We also find that before the Ponca City Mill accepted the offer of the Ft. Worth Elevators Co., that they bought this corn from other parties in good faith and then wired their acceptance of the offer. If this could have been proven to have been a manifest error, we do not believe nor hold that the Ponca City Mill should be punished for an error of the Ft. Worth Elevators Company, when the Ponca City Mill has shown good faith in the matter in every move that they made.

Numerous telegrams and telephone messages passed between the parties to this case relative to the disposition of the corn, and finally the Ponca City Mill notified the Ft. Worth Elevators Co. of the best offer that they had been able to obtain on the corn, and gave them notice that they were going to accept same within a reasonable time, unless different arrangements were made. The Ft. Worth Elevators Co. refused to make the settlement suggested by the Ponca City Mill, and also refused to accept the corn; thereupon, the Ponca City Mill sold this corn at 78 cents f. o. b., plus the \$80 commission on three cars that they had to pay.

The measure of damage in this case is the difference between the price the Ponca City Mill paid for the corn, which according to the evidence submitted, was 82 cents, and the price at which they had to sell it, which was 78 cents. The evidence shows that the Ft. Worth Elevators Co. offered to settle on 5,500 bushels of corn, which, at four cents a bushel, amounted to \$220, and plus the \$80 commission, makes a total of \$300 actual damage and loss sustained by the Ponca City Mill. We do not allow the claim of \$5.40 made by the Ponca City Mill for telegrams and telephones, holding that such items are incidental to the grain business, and cannot be charged against the Ft. Worth Elevators Co.

We therefore render verdict in favor of the Ponca City Mill in the sum of \$250, and order that the Ft. Worth Elevators Co. immediately pay this amount to them, assessing the cost of arbitration, \$20, against the Ft. Worth Elevators Company.

J. H. SHAW,
H. WORK,
U. F. CLEMONS,
Com'ite.

A NET RETURN of 4½ cents per bushel is the inducement of the Saskatchewan farmer for raising wheat according to a recent investigation of a commission of the government of Saskatchewan to determine the position of that district's grain on the European market. The findings of the commission showed that wheat production costs 62 cents f.o.b. country station, an increase of 12.15 cents since 1909, during which time the price for wheat has decreased from 81½ cents per bu. to 66½ cents per bu.

Texas Grain Dealers Assn. Meet at Fort Worth

The Texas Grain Dealers Ass'n opened its Sixteenth Annual Convention in the assembly room of the Westbrook Hotel on the forenoon of May 21.

Pres. T. G. Moore called the meeting to order and requested Dr. L. D. Anderson for the invocation.

Capt. B. B. Paddock on behalf of the city and Dr. Ross Triggs on behalf of the Young Men's Business League welcomed the ass'n to the city of Ft. Worth.

E. W. Crouch of McGregor responded. Pres. Moore in his annual address said: It has been our aim to secure six changes in R. R. rules affecting the grain business. We succeeded in having the following four changes made:

1. Rule governing backhauls cancelled.
2. The rules covering grain products have been allowed to now cover grain.
3. We were granted stop privilege on bran and feeds.
4. We were granted privilege of mixing shipments of bran and feeds of other kinds.

We were disappointed in not getting a \$2.00 stop charge cancelled.

We were also disappointed in not securing the elimination of the rules requiring that the stopping point on shipments be on the connecting line of the originating carrier.

This is tantamount to discrimination when compared with the unlimited milling in transit privilege granted to the millers.

I think that the next time this discrimination is called to the attention of the I. C. C. the trouble will be corrected.

During last fifty years it has been the custom for railroads to spot cars free of charge. However when the freight rate increase was asked by the railroads and the request denied, it was deemed wise by the I. C. C. to suggest to railroads that they charge for services now being rendered free of charge and thereby obtain more revenue. I wud much prefer that a freight rate increase be allowed.

A few years ago the railroads in Los Angeles decided to make a charge of \$2.50 per car for placing cars on the private tracks of industries adjacent to the railroads. This privilege was denied them by the I. C. C. because they considered it was discrimination.

Pres. Moore quoted Comr. Lane of I. C. C., who said in his opinion that really these spur tracks are never private as carrier insists on privilege of using the rails and thereby increases its capacity for business, and also therefore insures itself of the industry's business. American railroad rate has always been considered to cover all service rendered by carrier in placing and hauling the car.

Pres. Moore quoted Com'r Prouty of

I. C. C., who said: The carriers by their conduct have made spur tracks a part of their system and unless present methods are changed all services shud be covered by freight charges.

Pres. Moore read the following resolution which was later adopted as read:

WHEREAS, the carriers operating in official classification territory, acting on a hint or suggestion from the Interstate Commerce Commission, have filed Tariffs providing for a charge for spotting cars upon private industry tracks, and

WHEREAS, this service for an unbroken period of nearly fifty years has been rendered by the Carriers free of charge in all cases where the line performing the spotting service, also enjoyed the road haul, and

WHEREAS, as a direct result of this well established custom and to supplement inadequate terminal facilities of the carriers and to otherwise facilitate the conduct of business, millions of dollars have been invested in private industrial switches, and

WHEREAS, it would really be tantamount to confiscation and conversion of property to require the industries that have invested these enormous sums in industrial switches, to pay a charge to the carrier for spotting cars on such switches when no such charge is made for the service of spotting upon team tracks, which involves the same expense considering the physical service rendered and a far greater expense when it is considered that the private industry track is furnished by the industry free of cost to the carrier, while in the case of the team track the entire expense falls upon the carrier, and

WHEREAS, the business of the United States has already been seriously disturbed by legislation recently enacted and restrictive measures now pending, and

WHEREAS, it is essential to the prosperity of the Nation as a whole to disturb its business fabric only when that fabric is founded upon basic principles that are plainly inimical to the public good, therefore be it

RESOLVED, by the Texas Grain Dealers Ass'n in annual convention assembled in the City of Ft. Worth, Texas, on this the 22nd day of May, A. D. 1914, that it is the sense of this Ass'n, composed of a large majority of the grain dealers and millers of the State of Texas, that the Interstate Commerce Commission should speedily contribute to the restoration of order and confidence in the business world by indefinitely suspending these Tariffs proposing spotting charges and promptly laying down as the cardinal principle for American rate making one indivisible rate to compass and indivisible service from point of loading to point of unloading and forever set at rest such threatening vagaries and theories and, be it further

RESOLVED, that the Secretary of this Ass'n be and he is hereby directed to immediately forward a copy of this resolution to the Secretary of the Interstate Commerce Commission.

Pres. Moore also called attention to the Federal Grades, and the efforts of the Texas Grain Dealers Ass'n to have the rules go into effect as originally set forth by Secy. of Agriculture.

In regard to the Lever Bill he said: The primary purpose of this is to put

into effect the grades of grain as promulgated by Secy. of Agriculture. Congress did not designate anyone to enforce the rules.

The Grain Dealers Nat. Ass'n passed a resolution favoring federal supervision. I believe we shud endorse the Lever Bill.

Meeting adjourned to 2:30 P. M.

Thursday Afternoon Session.

Pres. Moore called meeting to order at 2:45.

Secy. Dorsey urged all those present to write their Congressmen and ask them to support the Lever Bill.

He then read his report as Secy. & Treas., which was adopted as read:

SECRETARY-TREASURER'S REPORT.

Herewith I submit to you the Secretary-Treasurer's Annual Report for this fiscal year.

Membership.

Members reported at last Annual Meeting 147
New members during the year 36
Reinstated 1

Total 184
Deceased 1
Resigned during the year 16
Suspended for nonpayment 9

Present membership 158

Receipts.

On hand at last Annual Meeting..\$ 615.25
Received from membership fees... 360.00
Received from dues 2,922.00
Received from ads in By-Laws.... 70.00
Received from deposit fees 253.25
Received from exchange account.. .30

\$4,220.80

Disbursements.

Arbitration Comite expense.....\$ 146.70
Executive Comite expense..... 165.55
Postage 173.90
Printing and stationery..... 122.54
Refunded on deposit fees..... 329.22
Paid office rent..... 240.00
Furniture and fixtures..... 7.50
Secretary's salary 1,800.00
Gibbs' back salary..... 300.00
Telephone rent 60.00
Telegraph and telephone tolls.... 45.82
Stenographer and assistance, to May 1st 200.00
Bad checks 10.00
Newspaper for office..... 4.20
President and Secretary's expense, NOC. Gr. 99.00
Secretary's trip to Washington
Corn Grades 150.00
Expense Secretary to Washington,
Bill of Lading..... 190.50
Transit Committee's expense to Austin 80.45
Sundry office supplies..... 58.95

\$4,184.33

Balance on hand..... 36.47

You will note from the above statement of our membership that it is the largest membership we have ever had, and indicates a good healthy condition. With the recent booster membership campaign inaugurated by the Executive Committee, I am sure that we will have a large increase in membership within the next thirty or sixty days.

Secretary Gibbs' health did not improve after the last Annual Meeting sufficiently to enable him to resume his duties, and he was granted an indefinite leave of absence, and I was appointed as Acting Secretary by the Executive Committee. During the year I have been trying to keep you in touch in a general way by circular of the work of the Ass'n in your behalf.

Having served the Ass'n for more than nine years as your Secretary and practically for the last two years as Acting



Some of the Dealers at Annual Meeting of Texas Grain Dealers Ass'n, Ft. Worth, Tex., May 21-22, 1914.

Secretary, and having been in close touch with the work of the Ass'n during the entire organization, I am sure that the past year has been one of the most successful years during our organization.

As President Moore will no doubt call your attention to some of our greatest accomplishments in the way of securing important revision of our transit rules by the Texas Railroad Commission, and our work in securing better grades for corn from interstate points, and the order secured from the Interstate Commerce Commission permitting the handling of railroad claims which had been barred by the four months clause in the uniform bill of lading, and other matters of interest to the Association.

At a meeting of the Executive Committee in October, when the work necessary to be done was gone over it was thought that an assessment would be necessary, but I am glad to advise that we have gotten through the year without an assessment, notwithstanding the work above referred to has entailed what may be considered an extraordinary expense of nearly \$1,000.00, including \$300.00 to Secretary Gibbs on back salary due him for 1911, and owing to the fact that the past season has been an extra hard one for many of the members, I consider this a most excellent showing.

Secy. Dorsey then read the names of 15 new members admitted at the meeting.

C. R. Terry, Corsicana, read following report of the Arbitration Com'te:

REPORT OF ARBITRATION COM'TE.

For the Arbitration Committee of your Association, I submit to you the following brief report of the work of this Committee for the past year:

Cases filed, 26, involving \$5,163.41. Cases compromised after filing, 3, involving \$91.80.

Cases filed and paid in full before reaching the Committee, 3, involving \$66.32.

One case filed, dismissed by the Committee on account of no jurisdiction, involving \$65.68.

Three cases appealed to the Executive Committee involving \$1,291.00, which were affirmed by the Executive Committee.

Awards have been made by this Committee on the remainder of the cases except four now on the docket, which have been passed for the convenience of the belligerents, which, however, may be arbitrated in the next day or two.

We desire to call your attention to the fact that the number of cases filed during the past year are less than half of any previous year, which in our judgment indicates that the members are studying our trade rules and decisions by this and the Executive Committees, and that they are more particular in making their contracts and more zealous in carrying them out, and we cannot refrain from congratulating the Association on this showing.

In going over the records we find that the fees in the cases filed the past year amount to \$115.00 while the expenses of the Committee amount to \$146.70 leaving a deficit on the arbitration feature of our Association work, which covers only the railroad and hotel expenses of the Committee, and does not include any fee for the services of the Committee and our opinion is that when this most equitable and least expensive method of adjusting differences that may arise between the dealers is offered that the Association should not stand the loss.

We respectfully recommend to your honorable body that Section No. 2 of Article No. 9 of our Constitution be amended, so far as the arbitration fee concerned on the following basis: All cases involving \$100.00 or less the fee to members be \$5.00; all cases involving amounts over \$100 and not to exceed \$200, the fee, \$7.50; all cases involving amounts more than \$200 and not to exceed \$500, the fee \$10.00; all cases involving more than \$500, the fee \$15, and the fee required of non-members to be double that of the members.

Crop reports were given in comparison with last year's crop and not as compared with a normal crop. These reports also come from a majority of Panhandle dealers where crops are unusually good.

This therefore is not a good criterion for the whole state as the blackland counties have a very much poorer showing.

Forty-seven reports show wheat acreage as compared with last year at 131% and 46 reports show the condition as 110%.

Fifty-one reports show the oats acreage compared with last year as 99% and 50 reports show the condition as 107%.

Forty-seven reports show corn acreage as compared with last year as 110% and condition as 84%.

The Banquet.

On Thursday evening the millers and grain dealers of Fort Worth tendered the visitors a banquet at Hotel Westbrook, about 200 participating.

Epstein's orchestra and cabaret singers helped to keep the feasters busy until Toastmaster T. G. Moore rapped for order and began to introduce the great, the near great and others. Then everyone blew a corn whistle and was happy.

Friday Morning's Session.

Pres. Moore called the meeting to order and introduced Chas. Quinn, Sec'y Grain Dealers Nat. Ass'n, who said: At the present time there are 52 bills pending in Congress, of which 19 are anti-future trading bills.

All of these bills if passed would affect the whole country and many of them are of a nature harmful to grain interests.

Our Ass'n watches all forms of legislation and helps to keep bad bills from becoming laws.

The Ass'n has been very actively interested in seeing to it that the new corn grades were fair and equitable and its Legislative Com'te has been to Washington 6 times during the present session to confer with the Sec. of Agriculture on the Lever Bill.

The sacredness of contracts has not been observed carefully enough. It would most certainly be a fine thing for all of us to feel that we could with absolute safety and confidence, ship our grain to any and all parts of our country and be absolutely sure of getting our sacred contract rights.

If, therefore, we can induce all dealers to respect the sacredness of contracts we have accomplished a great work.

F. C. Maegly, A. G. F. A. A., T., S. F. R. R.: Sacredness of contract is required in the handling of the grain weighing problem. The great primary step is for each shipper to acquire adequate weighing facilities at point of loading and that he should furnish the carrier's agent with a proper weight certificate.

The same duty in reality devolves upon the receiver of the car. It is the carrier's duty to co-operate in this matter.

One of the carriers is now attaching a

slip to its papers showing certified weights of both consignor and consignee and thereby showing the differences.

I suggest that your ass'n have a Grain Weight Com'te and in case a certain member has an unusual shortage that it would be possible to make a thorough and satisfactory examination, and then a fair adjustment be made.

My aim is to do away with the incentive of understating or overstating the weight shipment in question.

I wish to read to you the recommendations of grain weighing experts:

Suggestions for Regulations Governing Scale Installation and Grain Weighing to Be Adopted for the Guidance of Grain Shippers and Elevator Operators.

1. SCALES

(a) The bearings of all scales shall be of steel or inlaid with steel and properly hardened.

(b) The knife edges shall be straight and sharp their entire bearing width, and shall be hardened.

(c) All levers must be strong enough so that the amount of the deflection under full load will not affect the accuracy of the scale.

2. SCALE CONSTRUCTION:

(a) When wood is used in the construction of the frame work of a scale, no spliced or "made-up" timbers shall be used, but each timber shall be of one piece.

(b) In framing the timbers of a scale the blue print or plan of construction as furnished by the manufacturer shall be closely followed.

(c) The workmanship on the entire frame work shall be first class.

(d) All levers and their connections shall be level and plumb.

3. SCALE FOUNDATIONS

(a) Foundation for track and wagon scales shall be constructed of concrete, stone or hard brick.

(b) The same need for rigid foundations exists in the setting of hopper scales.

4. TRACK SCALES shall be equipped with dead rails or dead platforms, or the scales shall be so located that engines will not pass on or over them.

5. The practice of placing the beams of hopper scales on the lower floors of elevators with the scales proper located in the cupolas and resting on the bin cribbings should be discouraged.

6. There shall be plenty of clear space on all four sides of the hoppers of all scales.

7. All scale pits shall be kept clean and shall be thoroughly drained.

8. SCALE TESTING

(a) Scales shall be regularly tested by an experienced scale inspector, at least twice a year.

(b) Wagon and small hopper scales shall be tested with not less than 1,000 lbs. of test weights.

(c) Hopper scales of 300 to 500 bushels capacity shall be tested with not less than 2,000 lbs. of test weights.

(d) Hopper scales of carload capacity shall be tested with at least 4,000 lbs. of test weights.

(e) All track scales shall be tested with at least 4,000 lbs. of test weights.

(f) All scales shall be tested empty and loaded to their working capacity.

(g) The grain shippers at each shipping station should collectively or individually purchase a set of test weights in order to insure frequent testing of each scale. This will enable them to place weights on their scales themselves from time to time between the regular tests. Where shippers own test weights they must be carefully handled at all times and protected against the weather and kept in a clean dry place. A tightly covered box for their storage should be kept in each grain office where it is warm and dry. The warmth will pre-



More of the Dealers at Annual Meeting of Texas Grain Dealers Ass'n at Ft. Worth, May 21-22, 1914.

vent condensation of the moisture on the weights during extreme changes in temperature. These test weights can be proven and resealed from time to time by the scale inspector who makes the periodical scale tests.

9. A record of each test shall be kept which shall include:

- (a) Date of the test.
- (b) The amount of error found, if any.
- (c) The repairs made or recommended, if any.
- (d) Date when the repairs recommended are completed.

(e) The name of the scale inspector making the test, and making any repairs, also the name of the scale manufacturer, association, firm or individual with whom the scale inspector is associated.

10. THE HANGER WEIGHTS of all scales shall be tested at the time each periodical test is made, and if worn light, they shall be resealed.

(a) A complete record of any error found in the hanger weights shall be kept.

11. OPERATION OF SCALE AND EQUIPMENT

(a) Weighers shall go over the scale thoroughly each morning to be certain that the platform (or hopper, as the case may be), and the mechanism of the scale are free and do not bind.

(b) Weighers shall keep their scales in perfect balance at all times.

(c) Weighers shall make daily examinations of spouts leading from hopper scales to car and any other equipment used in handling the grain between scale and car to be certain that they are grain tight.

(d) Recording beams (not automatic) are a most valuable aid in preventing errors.

(e) Where scales are not provided with checking devices, a record shall be made of the different denominations of the hanger weights used in weighing each draught.

(f) Where a non-registering compound beam is used, it is imperative that the weighers check and re-check their readings of the weight on the beam before disturbing the poise, and that their record of first entry shall show separately the reading on the main beam and its auxiliary beam.

12. Where wagon or truck scales are used a record of the weather conditions during the weighing shall be kept in order to determine the possibilities of the weights being affected thereby.

I believe your State Ass'n shud have a scale inspector in its employ. Many state ass'ns have such an appointee and report very satisfactory results. He must be a good mechanic.

One shipper asked Mr. Maegley: If your representative tests our scales and calls them correct and if the receivers' scales have been likewise tested and called correct and if then a shipment is made and both receiver and shipper attach weight certificates showing loading and unloading weights, and if then there is a loss in transit and no defect in mechanical equipment will the railroad company still answer, "We find no defect in our mechanical equipment and must therefore respectfully decline your claim"?

Mr. Maegley: These claims wud be carefully investigated and handled on their merits.

A. B. Crouch: I think we wud all be better satisfied if the carrier wud have its own scale inspectors at both ends of the line and then if there is a discrepancy the carrier is bound to pay the claim for loss in transit.

H. B. Dorsey: I am in favor of Mr. Crouch's suggestion and I make a motion that a standing com'te of three be appointed to confer with the carriers with the object in view of getting a railroad scale inspector.

L. F. Cobb, Plainview: I have received 20,000 bus. of corn from Kansas City and on the whole lot there was only a total shortage of 400 bus.

I am frequently compelled to buy corn which was weighed into cars by farmers on public scale weights.

The public scale weigher unknowingly weighs plowshares, egg cases, iron weights and an extra man when the load comes to town. The farmer drives 7 or 8 blocks to unload the wagon at the car. It is often about dinner time. He unhitches his team and feeds his horses and in the meantime, the eggs are taken to the grocer, the plowshare to the blacksmith and the extra man has some important business to compel his absence, and finally the empty wagon is weighed. I don't like Public Scale Weights. You can make all the laws you want to, but you cannot make a weigher honest if he does not have that inclination.

A. B. Crouch: I suggest that Mr. Dorsey's motion be amended so as to call for five men on the com'te. The amendment was accepted, seconded and the motion carried.

Pres. Moore appointed on the com'te: A. B. Crouch, Temple; E. W. Crouch, McGregor; H. B. Dorsey, Ft. Worth; L. F. Cobb, Plainview.

B. E. Clement, Waco, discussed the effects of free trade on the grain market. He expressed himself as being in favor of reducing the tariff on manufactured products and not on grain.

Sec. Dorsey said that it was wrong in principle for aggregated wealth to place a burden on the consumer.

The dealers adjourned for dinner.

Friday Afternoon Session.

The last session was opened with a scoring of the proposed charges for spotting cars:

Frank Kell: Mr. Brandeis offered his services to I. C. C. free of charge. He is not an experienced traffic man and he is not an experienced shipper, therefore he is not competent to suggest ways and means for the handling of the traffic situation.

The members of the I. C. C. are not men of practical experience.

Changes in trade rules.

E. R. Kolp: At the present time only 48 hours time is allowed for diverting rejected cars. I move that this time be extended and that the matter be referred to the executive com'te. Carried.

The resolution introduced by Pres. Moore on the first day was passed with the result that a com'te of three was

appointed with power to act and to hire necessary counsel to fight the car spotting charge, provided, however, that the com'te must obtain the approval of the executive com'te before incurring any expense.

RESOLUTIONS ADOPTED.

Resolved, That the Texas Grain Dealers' Assn. endorses the work of the Texas Industrial Congress, and pledges that organization its sympathy and support. We ask our members to assist in procuring the general use of the Henry Exall Farm Book, a plain and practical treatise on better farming, by placing the same in the hands of the farmers of Texas, and we express our sorrow and sense of the loss the State has experienced in the death of Henry Exall.

This resolution was passed by a rising vote and all stood with bowed heads silently thinking of the deceased secretary.

IN MEMORIAM.

It becomes our sad and painful duty to bow in submission to the will of the Ruler of the Universe, who saw fit on the 13th day of February to call from his earthly duties our worthy Secretary, Brother G. J. Gibbs; and

WHEREAS, This association has sustained in the loss of Mr. Gibbs one of its best, most influential members, one who has been an active worker, a wise counselor, and a true, faithful officer ever ready and willing to do his full duty, and more when it was to the best interest of the Association; therefore be it

RESOLVED, That we extend our heartfelt sympathy to his friends and loved ones in their sorrow and especially to the good wife, who never tired in her loving kindness during his long illness, that we dedicate a page of our minutes to his memory and send a copy of this to his family.

The next resolution adopted was the acceptance of an invitation from Galveston to hold the next annual meeting in that city.

The by-laws were changed so as to increase the secretary's salary to \$2400 a year.

The charges for filing arbitration cases were reduced from \$2.50 to \$1.00.

The resolution adopted by the Oklahoma dealers endorsing Frank Kell for a regional bank director was adopted.

The Grain Grades Act H. R. 14493 was endorsed without reservation or amendment and the Sec'y instructed to advise the chairman of the House and the Senate bill on Agri. and the Texas representatives in Congress.

Resolutions of thanks to the Fort Worth dealers for their warm hospitality and the speakers who welcomed them to the city were also adopted.

The election of officers resulted in the selection of the following:

E. W. Crouch, McGregor, Pres.; W. W. Manning, Ft. Worth, 1st V.-Pres.; W. M. Priddy, Wichita Falls, 2nd V.-Pres.; H. B. Dorsey, Ft. Worth, Sec.-Treas.

Executive Com'te: J. N. Beasley, Amarillo; D. W. King, Ft. Worth; J. E. Bishop, Houston.

Meeting then adjourned *sine die*.



More of the Dealers at Annual Meeting of Texas Grain Dealers Ass'n at Ft. Worth, May 21-22, 1914.



Dealers "Looking Pleasant" at Texas Grain Dealers Meeting, Ft. Worth, May 21-22, 1914.

Convention Notes.

About two hundred dealers present.
F. A. Derby of Topeka also attended.
J. Z. Keel was conspicuous by his absence.

A number of Oklahoma dealers attended.

Not a sign of war at any time during the meeting.

The identification badges were of bronze and very nifty.

A good crowd and everybody happy. No, it wasn't the wine.

Lamson Bros. & Co., Chicago, were represented by F. M. Rodgers.

Everybody talking of big crops and wishing for rain to stop falling.

Ft. Worth Grain & Elvtr. Co. distributed samples of New Argentine corn.

Souvenirs moving picture postals presented by Eastern Grain Co., San Angelo.

Western Union & Postal Tel. messenger boys were present to run errands of any sort.

Why, sure I'm married, but then I like girls at a banquet, ask my guardian, T. G. M.—Bert.

All dealers were invited to the ball game between San Antonio and Ft. Worth on Friday.

Kansas City was represented by Fred B. Godfrey, H. J. Smith, C. W. Avery and R. C. House.

Singing and speeches at the banquet couldn't be beat and the feed was just splendid. Here's to Ft. Worth.

Entertainers and speakers at the banquet received much applause through Grain Dealers Journal whistles.

St. Louis representatives were: J. C. Furks, Langenberg Bros. & Co., and H. H. Savage, W. L. Green Commission Co.

The Wichita Board of Trade represented by Sec'y Sherman urged all dealers to attend their meeting to be held June 11-12.

C. B. Cozart, Woodward; H. Overstreet, Laverne, and H. Waldo, Muskogee, were the only Oklahoma dealers to be found.

New members of the Texas Ass'n are Robinson Bros., Austin; M. E. Oden & Co., Timpson and Hidalgo County Grain Co., Donna.

Wichita delegates were: C. Burd, K. F. Dazey, E. M. Kelly, A. A. Roth and Sec'y Jas. H. Sherman of the Wichita Board of Trade.

A banner "GALVESTON 1915" stretched across the end of the assembly room produced its results, that point being selected as the next meeting place.

Bag men in attendance were B. M. Spivey, L. M. Williams, W. T. Roberts, B. M. Vaughn, C. E. Shipp, J. E. Heiser and M. Goldsmith of Mente & Co., New Orleans.

Chas. Quinn, Sec'y G. D. N. A., reported the addition of 11 firms to his membership roll; five of them having joined at Oklahoma City and 6 at Ft. Worth.

Railroad representatives were out in full force, with Hugh Hardin and F. P. Redman, Ill. Cent. R. R.; F. C. Maegly and C. S. Riley, Santa Fe.; E. O. Denny, N. C. & St. L. Ry.; L. Sarrels, T. & P. Ry.; Duncan M. Hall, Frisco; W. D. Morgan, M. K. & T. Ry.; V. N. Turpin, C. R. I. & G. Ry.; G. C. Whitney, Queen & Crescent Route; J. F. Carlton, A. B. & A. R. R.; S. W. Myers, C. & A. K. R.; W. T. Keating, Southern; J. P. Rochelle, M. O. & G. Ry.; J. E. Blaine, Louisiana R. & N. Co.; J. A. Brooks, L. & N. R. R.; E. E. Peacock, F. & B. V. Ry.; Geo. M. Rowell, C. of G. Ry.

Among the Texas dealers in attendance were: T. E. Acker, Jacksonville; V. H. Adamson, Denison; P. T. Andrews, Dallas; J. A. Austin, Brownwood; R. L. Bagwell, Claude; W. M. Baker, Collin; J. C. Beard, Jacksonville; J. N. Beasley, Amarillo; W. S. Bell, Crowell; O. H. Black, Leonard; E. S. Blaisdell, Amarillo; L. G. Belew, Pilot Point; C. W. Bennett, Clarendon; J. L. Bloodworth, McGregor; J. A. Birdsong, Vernon; J. E. Bishop, Houston; H. J. Bradfish, Weatherford; J. E. Brannen, Blum; C. V. Brown, McKinney; W. L. Burgher, Dallas.

W. H. Calvert, Galveston; A. L. Carpenter, Farmersville; A. E. Childers, Temple; J. T. Chambers, Sanger; B. E. Clement, Waco; L. F. Cobb, Plainview; R. L. Cole, Krum; E. T. Coleman, Plainview; T. F. Connelly, Clarendon; F. R. Cornfroth, Waco; J. W. Cooper, Wortham; R. U. Cooper, Rio Vista; A. B. Cowan, Howe; J. A. Cox, Vernon; L. A. Crabtree, Plainview; E. H. Crenshaw, Hillsboro; J. M. Crawford, Coleman; E. W. Crouch, McGregor; A. B. Crouch, Temple; J. W. Dale, Win-

ters; J. A. Davis, Longview; R. W. Dillard, Midlothian; W. L. Dillard, Midlothian; D. D. Doing, Amarillo; W. L. Dowlen, Window; Allan Early, Amarillo; W. W. Early, Waco; W. P. Edwards, Goree.

G. W. Francas, Tom Bean; M. R. Fuller, Seymour; A. Galbraith, Dallas; G. B. Goode, San Bonito; Tom Goodner, McKinney; D. O. Green, Seymour; C. F. Gribble, Sherman; E. R. Gunther, San Antonio; J. B. Hanaker, Farmersville; M. Harding, Dallas; C. M. Henderson, Dallas; Chas. Beberer, San Antonio; W. B. Hestand, White-wright; R. W. Hicks, Miles; J. A. Hughes, Howe; T. A. Hughston, Plano.

W. Jennull, San Antonio; J. G. Jones, Wichita Falls; H. B. Keel, Gainesville; W. L. Keel, Gainesville; Frank Kell, Wichita Falls; Thos. S. Kelly, Wolfe City; G. G. Kemp, Chillicothe; J. Ketching, Dallas; K. Kimball, White-wright; Ed. Lawrence, Bartlett; A. S. Lewis, Dallas; C. L. Ledwig, Munday; R. Lupton, San Antonio; E. V. Mashburn, Plano; L. C. McMurty, Pampa; A. A. McNeill, Valley Mills; A. F. Moffitt, Cleburne; A. Mosely, Quanah.

W. L. Newsome, Celina; E. N. Noble, Sanger; I. C. Oden, Timpson; A. G. Osborne, Groom; Julius H. Pearlstone, Palestine; J. W. Philpott, Miami; R. L. Polk, Kilean; S. C. Potts, Anson.

L. T. Randel, Chillicothe; Oscar J. Rea, Clifton; B. T. Rich, San Saba; Geo. Roberts, Plano; G. P. Roquemore, Coleman; D. S. Sawell, Cleburne; I. S. Sewell, Vernon; R. G. Shelton, Whiteboro; D. D. Shipley, Plainview; C. E. Shipp, Dallas; I. T. Shotwell, Jacksonville; B. F. Smith, Celina; G. C. Smith, Rio Vista; G. F. Smith, Sherman; J. L. Smith, Palestine; J. M. Smith, Nevada; J. L. Stone, Rome; B. E. Strache, Itasca.

W. R. Upchurch, Pilot Point; G. M. Vaughn, Ballinger; J. B. Wadlington, Goree; R. H. Wagenfuhr, New Braunfels; D. Waldo, Celina; R. J. Walton, Krum; A. C. Waters, San Angelo; L. V. Wieser, Hamilton; V. J. Wieser, Hamilton; H. M. Wieser, Dublin; J. F. Wieser, Hico; J. B. Wiley, Sanger; A. L. Wilkerson, Quanah; W. S. Wills, Groom; C. F. and C. Witherspoon, Denton; Y. P. Yarbrough, Belton.

I LIKE the Grain Dealers Journal very much as it contains a lot of information and news.—E. G. Christgau, Rushford, Minn.

THE SOUTHWESTERN FEDERATION of Alfalfa Growers was organized at Pecos, Tex., May 12. The board of directors has the following members: H. Gray, Clint, Tex.; J. C. McNary, Berino, N. M.; Howard Russell, Balmorhea, Tex.; Ed Miller, Barstow, Tex.; J. B. Sullivan, Pecos, Tex.; C. P. Pardue, Loving, N. M., and P. O. Benjamin, Barstow, Texas. The ass'n represents alfalfa growing land producing a \$1,000,000 worth of alfalfa seed every year.



More of the Dealers at Annual Meeting of Texas Grain Dealers Ass'n at Ft. Worth, May 21-22, 1914.

Oklahoma Dealers' Meeting at Oklahoma City

The 17th annual convention of the Oklahoma Grain Dealers Association was called to order in the Assembly room of Skirvin Hotel, Oklahoma City, May 19th at 2 p. m. by Pres. R. H. Drennan who said:

It has been my great pleasure to have been present at each of our 17 annual conventions. It is a source of pleasure and profit to me to see your smiling faces. I believe present prospects for a large business are the best in 21 years.

We have with us today a man who has been with us many times and who is now occupying the position of Mayor of this city. I take pleasure in introducing Hon. Whit M. Grant.

Mr. Grant: I am pleased to extend to you the welcome of our city. I believe that your membership has done more to advance prosperity in Oklahoma than has the membership of any other organization.

We were the first to take up car shortage and demurrage problems. We are recognized by the railroads as being business men with good business principles. When I was a member of your Ass'n I helped to keep you out of court. As mayor of this city I will still continue to exercise my best efforts in your behalf if you need it. I trust you will have a good time.

D. J. Donahoe, Ponca City: On behalf of those assembled I wish to express the appreciation of this Assn. for the kindly words of the Mayor. His welcome is especially fitting because the Mayor was at one time one of our members.

Our Ass'n meetings are always a source of real pleasure and profit. It is always profitable to meet thinking men who know that we must be in harmony in order to handle this large crop in the proper manner. This will require intelligence and honesty. The 17 years of this Ass'n have been 17 years of progress. Time was when dishonest practices were common. Now it would take a Diogenes with his lantern to find a dishonest grain man.

At one time discrimination against a small shipper was an accepted practice. Now it is unlawful to discriminate.

We have succeeded in having three things enacted into law.

1st. A Corporation Commission with liberal power.

2nd. Free interchange of commerce, by establishing thru rates.

3rd. It is the duty of the Corporation Commission to keep informed as to unjust freight rates.

We are proud of our accomplishment. This meeting is evidence of good work that may be done in the future.

H. G. Wilson, Transportation Commissioner, Kansas City Board of Trade, in telling of the Railroads Proposed Charge for Spotting Cars said:

The local definition of the term Spotting of Cars means, that railroads must place the cars at your elevator for loading.

Lately the railroads have made application for a 5% increase in freight rates. Louis D. Brandeis told the I. C. C. that before such an advance was allowed the railroads must first stop giving free service to the public.

I believe that whenever and wherever the railroads perform any extra service they should be paid for it.

The question then arises What is extra service? According to Mr. Brandeis all that a railroad is required to do is to shove the car clear of the main track. If the shipper wants the car moved to his elevator he may employ the railroad to move it at a cost of 5 cts. per ton with a minimum of \$2.00 per car.

I believe, however, that this is not extra service but is adequately covered by the freight rate charged.

I believe that where an industry has six or seven tracks and wants material hauled from one place to another in the yards, that industry should pay for this service and that is what I call extra service.

If Mr. Brandeis' suggestion prevails a gross injustice will be done. In the case of a town with two elevators and only one spur track, the first elevator on the spur would possibly have no switching to pay while the other man must have his cars switched.

It is alleged that in some cases the proposed freight rate increase is 50%. The proposed 5% rate increase will increase revenues fifty million dollars. The car spotting charge will increase revenues \$360,000,000. It seems to me that your Corporation Commission should take action against the car spotting charge.

Permanency of Wheat Growing was discussed by John Fields of the Oklahoma Farm Journal.

Last fall a big wheat acreage was sown and now a big crop is indicated. It occurs to me that you have a big job to handle so large a crop. There is a large variation in Oklahoma's wheat crop. In Pennsylvania during 1901-10

1. Lowest wheat acreage was 92% of highest.

2. Lowest total production was 73% of highest.

3. Lowest average per acre was 75% of highest.

In Kansas same years:

1. Lowest wheat acreage was 68% of highest.

2. Lowest total production was 43% of highest.

3. Lowest average per acre was 56% of highest.

In Oklahoma during same years:

1. Lowest acreage of wheat was 50% of highest.

2. Lowest total production was 53% of highest.

3. Lowest average per acre was 52% of highest.

It ought to interest you to learn why production so even in Pennsylvania and so uneven in Oklahoma.

Last fall thousands of acres of wheat were improperly seeded and cultivated but weather conditions have been so favorable that these careless farmers will raise a big crop anyway. It is logical to assume that this year's success will cause farmers to continue to be careless until three successive failures have been suffered.

The work of one experiment station is really of little value when careless farmers can raise a crop as large as at present seems assured.

This fall about two million acres of wheat will be carelessly sown, and unless rain comes at proper time we will have a crop failure again as only grain sown in properly prepared soil can withstand unfavorable weather.

There ought to be consistent united efforts to secure more uniform production. Actual facts are that we have made little progress in real farming. The large variation in crops makes your business uncertain and difficult.

Pure Seed Wheat was discussed by H. N. Cottrell, Agricultural Commissioner C. R. I & P. R. R.: In my fourteen years in this work I always have endeavored to co-operate with business men. In this work I have found you, Secretary Prouty, to be a faithful advisor and co-worker.

I find, however, that your membership is not so faithful as not over one-half replied to some letters written. You

make a mistake in not taking up this work.

The farmer refuses to buy his seed wheat from the grain man because he feels the dealer is a robber. The dealer is suspicious of the farmer. You ought to get together and raise better wheat.

In 1910 you had 62 lb. wheat and the East had none. The East would not use your wheat because owing to climatic conditions your wheat gets very close to being soft wheat.

The only trade that could use your wheat was a miller who sold to the housewives who did not know about bread baking defects of your wheat.

I have here a sample of Montana wheat. I would be glad to co-operate with you in an attempt to get this kind of seed wheat sown here.

J. S. W. Hutchins, Ponca City: I believe we ought to take this matter up. There is a representative here from every county. All ought to get a car of this good seed wheat at each town. I move that a committee from each county be appointed.

Pres. Drennan: Will we take any chances in buying this Montana wheat?

Mr. Cottrell: I will examine the wheat personally and have tests made to avoid mistakes. You will have to buy the wheat sacked. Your farmers have been buying a poor Nebraska seed wheat for \$3.00 a bushel and I believe we can get good Montana wheat for \$1.75.

O. W. Cox, Woodward: Bankers have been pushing this kind of work. It is up to the grain man to get busy. I will take a car at our station.

Wm. Hearn, Hastings: I wish we might also have some good first-class soft seed wheat shipped in.

Mr. Cottrell: If you want good soft seed wheat it must come from Pennsylvania.

D. J. Donahoe: I second Mr. Hutchins motion that a comite of one from each county be appointed with the provision that Sec. Prouty be chairman of the comite.

Motion carried.

The following comite was appointed: Jas. S. Hutchins, Kay Co.; Wm. Randels, Garfield Co.; J. B. Chalfant, Custer Co.; O. W. Cox, Woodward Co.; B. A. McAnaw, Mansy Co.; J. McCrady, Alfalfa Co.; J. A. Ruth, Kingfisher Co.; J. D. Windsor, Tillman Co.; Wm. Hearn, Jefferson Co.; Roy Sappington, Harper Co.; J. E. Shields, Stevens Co.; H. W. Morris, Blaine Co.; Carl Humphrey, Canadian Co.; G. M. Rader, Ellis Co.; E. W. Johnson, Grant Co.; C. B. Cozart, Beaver Co.; H. E. Humphrey, Grady Co.; P. Lorenz, Washita Co.; A. H. Jackman, Greer Co.; Chas. W. Cox, Major Co.

George A. Henshaw State Corporation Commissioner, was not present and Chas. Quinn, Secy. Grain Dealers Natl. Assn., was asked to speak in his stead. He called attention to the needs of a Natl. Ass'n which could unify efforts and which could go to Washington and fight battles of the entire grain trade.

He said Federal supervision is preferable to Federal inspection.

The following resolution was read and passed and referred to legislative comite with power to act:

Be it resolved by the Millers and Grain Dealers Ass'n in convention assembled:

That it is the sense of this convention that the proposed Brandeis idea of assessing a spotting charge is an unjust innovation, wrong in principle and adding an enormous additional charge on the commerce of the country.

Sec. Quinn: My opinion is that your resolution is too late as the I. C. C. has closed hearings. Many states have presented briefs.

Frank Kell, Wichita Falls, Tex.: My judgment is that hearings before I. C. C. is not closed and I believe further that the car spotting charge will not be put into effect until a public hearing has been given.

With this car spotting charge the farmer will not have to pay the extra expense because a scoopshoveler does not have spotting charges to pay and therefore I must pay the charge out of my own pocket. With a uniform freight rate increase the farmer must pay the advance. I am much more in favor of a 5% increase in freight rates than I am in favor of a car spotting charge.

F. C. Maegly, Asst. Gen. Frt. Agt., Santa Fe: I think published tariff rules say that carrier must furnish material for cooping cars, and if material is exhausted station agent may buy material. It is railroad's aim to standardize equipment to facilitate car cooping and loading of grain. Definite plans are being considered but the co-operation of receivers is needed to prevent useless destruction of railroad property.

Compensation to Shippers for Cooping Cars.

Your Secretary has assigned to me the topic: "Compensation to Shippers for Labor Cooping Cars." He means box cars for bulk grain loading. We all know that the box car is used for the transportation of many commodities besides bulk grain. Even upon the so-called Granger roads the box cars average less than two and one-half trips per car per year with bulk grain.

We all know that every box car requires cooping for bulk grain loading, including

- (1) Those in regular service;
- (2) Those fresh from the railroad repair tracks, and
- (3) Those new from the car builders, on their maiden trip with bulk grain.

The Santa Fe System has upwards of 700 stations at which shippers load bulk grain and secure it in the car. The shippers have been doing this ever since they began the shipment of grain in carloads.

The Santa Fe Car Inspectors and agents are instructed to inspect each box car, inside and outside, before the same is tendered, to make sure that it is suitable. We feel convinced that employees have exercised splendid judgment by the small and constantly diminishing percentage of grain laden cars that actually leak grain during transit, for example, during the year 1912 we maintained especial and extraordinary inspection over the movement of 10,603 cars of which 10,410 were free of leakage during transit; the remaining 193 of these

cars, or 1.82 per cent of the total under surveillance, showed actual leakage, and each of these was made the subject of a special campaign at the interested points of loading.

Our interpretation of a suitable car for bulk grain loading is a car that can be made grain tight by ordinary care on the part of the person loading and securing (cooping) the grain in such car by means of the cooping material at hand at time and place of shipment.

The Santa Fe's service with respect to trustworthy box cars for bulk grain loading, and I believe that of every other grain carrier, will show steady improvement, under existing conditions.

What would it avail if effective July 1st, 1914, the Santa Fe were to abandon the long established practice of letting the shipper load and secure (cooper) his grain in the cars, the basis upon which all existing rules and rates have been established, and thereafter hand to each shipper of bulk grain a "compensation for labor cooping cars"? Such an allowance if equitable would have to be based upon the labor actually performed by the shipper or his agent upon each car.

What would be the incentive for economy in the conduct of such service? What means would there be to insure good faith in the transaction and the avoidance of imposition, cheat, fraud? And in what better or different relative position would any shipper of grain be, with respect to his neighbor? In fact, wouldn't he be sitting up nights wondering whether his neighbor was getting the better of him, by swelling this item of "Compensation for Labor Cooping Cars"? The Santa Fe or any other carrier would be unmindful of the best interests of its grain shipping patrons if it were to grant "Compensation to Shippers for Labor Cooping Cars." Better by far for everyone concerned to allow the present competition between the carriers in respect to the character of the equipment tendered.

The same principle has been before the Commission upon various occasions. Their conclusions all have tended towards the true economics of the situation,—the avoidance of graft,—for example, in the Car Stake Case, Report of the Commission, by the Honorable C. H. Knapp, Chairman, the following language appears (the underscoring of quoted parts is my own):

"(I. C. C. Reports, Vol. 14, Page 160.)

"Ever since the inception of railroad transportation shippers have, generally speaking, loaded and their consignees have unloaded carload freight. This practice, or custom arose naturally because it was the easiest, most economical and satisfactory way of doing the business. It is practically out of the question for railroads to provide men to load and unload carload freight at all points in the country. The shipper can load more satisfactorily and economically than any one else. He is able to possess himself of effective appliances, where they can be used, and to employ skilled men to properly load all carload traffic, whether shipped in closed or on open cars. For the same reasons consignees are the best fitted to unload shipments. For more than fifty years the loading by consignor and unloading by consignee has been a recognized rule of carload transportation, and this rule extends

to and includes commodities which yield to carriers the larger part of their revenue. With this custom, and as properly a part of it, there has always existed another custom, which is that shippers are required to secure loads for safe carriage. Because the shipper does the loading he is best situated to fasten the load upon the car. He has the facilities and men at hand and can do the work more satisfactorily and economically than anyone else."

In the Complaint of Balfour, Guthrie & Co. v. Oregon-Washington Railroad & Navigation Company (21 ICC 539) the decision of the Interstate Commerce Commission is quoted in part as follows:

"Complainants ask that defendant be required to provide in its tariffs for reimbursement of shippers for repairs made on cars to fit them to hold grain in bulk; Held, That such an arrangement would be susceptible of use as a subterfuge for granting rebates, and that shippers should refuse to accept cars that are in such a state of disrepair as to render them unfit for use. Complaint dismissed."

Further on the Report of the Commission in this case (by the Honorable Franklin K. Lane, Commissioner) states:

"No one can deny that it is the primary duty of a railroad to furnish equipment that is usable. A shipper is not to be put to the alternative of either not shipping at all or of recovering from the railroad for loss of the commodity in transit. It is not a compliance with the requirements of the law that a car shall be put at the shipper's disposal; the car provided must be one that will convey the commodity safely to its destination under ordinary circumstances."

"Allowances of the kind here requested are of a dangerous character. The carrier cannot tell what the actual amount of material and labor used by the shipper was. The car is loaded immediately upon being repaired and is sent to some far distant point. There is no means of adequately checking the expenditure of the shipper, so that it becomes extremely easy to turn such allowances into real rebates."

The Flour Millers tried their hand. Their procedure was with respect to a former published tariff rule which read as follows:

"When cars furnished by this company for grain or other loading require repairing in order to insure against leakage in transit, and material necessary for repairing is furnished by the shipper, this company will pay the actual cost of same, but not to exceed 80 cents per car."

"When cars furnished for grain or other loading require interior doors and are not so equipped by the railroad company, and such doors are furnished by the shipper, the actual cost thereof, but not to exceed \$1.20 per car, will be paid by the company."

The original and only intent of this tariff rule was to provide for reimbursement to a shipper on whom the carrier called to furnish his own grain doors, or his own material for necessary car repairs. There was no thought of reimbursing him for applying railroad grain doors or for railroad repair material used by him to prevent the leakage of commodity out of car or moisture into car; yet the idea of getting easy railroad money, under a misinterpretation of the above quoted tariff rule, was conceived, and several firms were persuaded to enter claims for allowances running back over a period of two years; Com-



Some of the Grain Dealers at Oklahoma City May 19-20, 1914. Fotograf by That Man Stone.

plaints were then entered in the names of Southwestern Missouri Millers' Club v. St. Louis & San Francisco Railroad Company et al. and Southwestern Millers' League v. St. Louis & San Francisco Railroad Company, Union Pacific Railroad Company, Chicago, Burlington & Quincy Railroad Company, Missouri Pacific Railroad Company, Chicago, Rock Island & Pacific Railway Company, and Atchison, Topeka & Santa Fe Railway Company.

See I. C. C. Opinion No. 2195, from which the following is quoted:

"Complainants pray for reparation, under tariff rules previously in effect, for expenditures incurred in lining and padding cars in preparation for flour shipments. Complainants also ask that in the future defendants be required to provide in their tariff for reimbursement of shippers for such expenditures, or, upon failure to do so, be required to line and pad cars which are to be loaded with flour. Held, That lining and padding cars for flour shipments partakes of the nature of private packing rather than of public equipment. Provisions for reimbursement of shippers for such expenditures would be susceptible to use as a subterfuge for the payment of rebates; defendants will not be required to make such provision in their tariffs. Carrier should furnish cars in good repair, clean, and in proper condition for transportation. Discrimination ordered discontinued. Prayer for reparation denied."

Secy. Prouty read a paper from which we take the following:

John Kroutil, Yukon: I am tired of having so much guessing on our wheat crops.

I suggest that every thresherman be compelled to take out a license and that he be required to report every month and at the end of his season as to the number of bushels threshed. If this were done all over the U. S. we would be enabled to receive an accurate report.

The suggestion was referred to the Legislative Comite.

Adjourned to 9:30 Wednesday.

Wednesday Morning Session.

The Wednesday morning session opened with Pres. Drennan in the chair.

U. F. Clemmons, Marshall: I move that chair appoint a nominating comite of three members in order that this afternoon's meeting may be handed expeditiously.

Seconded by H. Stauffacher and carried.

The President appointed J. S. Hutchins, Ponca City, Wm. Randels, Enid, and M. C. McCafferty, Enid.

Secy. Prouty read letters of regret from Geo. W. Curtis, Plana, Tex., and Wm. Murphy, Kansas City.

H. Stauffacher, State Grain Inspector, read the following paper:

Federal Corn Grades and Their Application to Oklahoma.

The proper inspection of corn is a question in which we are all vitally interested. It causes us all a great deal of worry and at times considerable expense. When we produce all the corn needed in our own State, we do not seem to have much trouble; but when we get our supplies from the Northern States, we always have more or less trouble.

There is not a grain dealer or miller present who has not been imposed upon some time or other if he handled Northern corn and especially corn from the Northern terminal markets. The practice of unloading off-grade corn on the country dealer has become so common that the Federal Government has promulgated new rules for the grading of corn. These new rules will take effect July 1.

The new corn rules as regards moisture provide that,

No. 1 shall not exceed	14% moisture.
No. 2 shall not exceed	15½% moisture.
No. 3 shall not exceed	17½% moisture.
No. 4 shall not exceed	19½% moisture.
No. 5 shall not exceed	21½% moisture.
No. 6 shall not exceed	23% moisture.

I am in favor of our local Inspection Board adopting the above rules. I am not sure but they will have to adopt them. While each State has the right to make and enforce its own laws, yet no State can pass a law which will conflict with the laws of the U. S. Be that as it may, we should adopt them for our own protection.

It does not seem reasonable that a car of corn which is graded No. 2 by a Kansas City Inspector, should be hot when it reaches Okla. or corn that grades No. 3 in Kansas City or Omaha when it arrives here cannot be unloaded without using a pick. Yet we have had just such cases in the last few months. And the worst feature of the whole business is that the purchaser has no recourse. He had to take his loss. Under the new rules if you buy No. 2 corn you can be reasonably sure of getting corn that will not heat at any time.

I am well aware that a great many grain men are opposed to Federal supervision, but the shippers at the terminal markets have not been giving the purchaser a square deal and unless these practices are stopped we will have Federal Inspection and every time we have a change in the administration we will have a change of inspectors.

In Oklahoma we have nothing to fear from the adoption of the rules as read. As a rule if corn is left in the field until fully matured and taken care of properly after husking, we do not have any trouble on account of excessive moisture. Our Texas friends are aware of this fact and are always willing to pay from 2 to 5c per bu. more for Okla. corn. They have learned to their sorrow what the Oklahoma dealer has learned; namely, that corn which the Inspector at the terminal market grades No. 2 upon arrival at destination is very often an ordinary No. 4.

I mentioned in the beginning that I believed the State would be compelled to adopt the new rules, but I would like to have this convention adopt resolutions requesting the Inspection Board to adopt, for the State of Okla., the rules, as printed by the Secy. of Agriculture.

P. Lorenz, Cordell: Under these new rules will it be possible for Kansas City to buy no grade corn in Iowa at a 7 ct. discount and without unloading the car be able to forward the car to us in Oklahoma as No. 3 corn?

Everybody applauded.

Pres. Drennan: I had an identical experience a few days ago. A car of No. 2 Kansas City shelled corn came in. We could walk on the top as on a sidewalk. It was necessary to use a pick to unload the corn. Gov't supervision will give us relief.

W. L. Richeson, Chief Grain Inspector at New Orleans: Since the advent of the Federal grading rules we have been following the grades explicitly and I think they are a blessing for the Southwest grain trade. Overgrading among competitors will have to stop. If you get a car with a No. 2 inspection certificate you can be assured that it was No. 2 corn when it started.

M. C. McCafferty: What recourse have I if I do not get what I buy?

Mr. Richeson: Inspectors will have certificate from Secy. of Agriculture and they will be subject to being dismissed if grain is inspected improperly. This will make all inspectors honest.

Mr. Blue, Ingersoll, Ala.: What is the rule to govern color of yellow corn? I have bot yellow corn and received mixed corn.

Mr. Stauffacher: Yellow corn must be 95% yellow.

Pres. Drennan: I think we ought to adopt Federal grades to govern the inspection of our grain.

Mr. King: As matters have stood you have bot different kinds and qualities of corn from Ft. Worth, Kansas City and Oklahoma City, all with same grade affixed.

Under new rules all will be uniform.

H. E. Horné: I move that we adopt Federal grades in Oklahoma.

Mr. Hearn: I second the motion.

The rules were then unanimously adopted by the ass'n.

H. E. Conley, A. G. F. A. Frisco R. R.: I am asked to say that the Frisco R. R. will do all possible to furnish proper equipment to handle the impending crop. A special effort is being made to stock all stations with burlap, tar paper and grain doors. I want all of you to call on us whenever we can be of service to you.

John A. Scott read a paper on "Threshermen's Lien Law." From it we take the following:



More of the Grain Dealers at Oklahoma City May 19-20, 1914.

Seek to Force Grain Buyers to Pay for Threshing Renter's Grain.

It was a pleasure for me to receive an invitation from the Secretary of the Grain Dealers Ass'n to explain to you the passing of a thresher's Lien Law in the last Legislature, and how it happened that the last one-half of Section 2 of the Thresher's Lien Law, commencing with the word "provided," was added to that Section and passed on March 11th, 1913. Up to the 10th of March, that was the end of Section Two, and had passed both branches of the Legislature.

But Governor Cruce saw fit to veto the measure, after due pressure had been brot upon the Governor for his signature and approval, and he found it would be passed over his head, he sent for Mr. Lemon, Representative of Grant County, who had charge of the bill in the House, and suggested the addition of this last one-half of Section Two. I did not feel like standing for it, but as time was getting valuable, to the Legislators, many felt we had better do as the Governor suggested and come in at some later time and have it changed. I feel the elevator men and millers have always been our best friends, as many a threshing bill has been collected through them and by their assistance.

The Interstate Ass'n of the Southwest Threshermen, in their organization, felt the need to get closer in touch with the grain dealers of the State and all upright farmers who pay their threshing bills, and upon those lines the Lien Law was drafted. We are not after the honest man, but the one who is always beating the thresher. We were not asking you grain dealers to pay the threshing bill of some deadbeat—Section 7 of Lien Law is our relief.

As it now stands the latter half of Section Two will work a hardship upon you, for the reason you must search the chattel mortgage records of your County before you can buy a load of wheat with safety. We will take this case: A grain dealer at Edmond looks up the chattel mortgage record in the morning here in the city to see if a lien has been filed against a certain renter and finds it is clear, in a few minutes later the lien is filed. The grain dealer buys all the wheat from this renter during the day and feels safe. The next day or so I come to the grain dealer and demand payment for my threshing, for the wheat he bot from the renter. The renter has gone, so far as money is concerned, and under this Section there is no way out but that he must pay for the threshing of this renter's wheat. The law referred to reads in part as follows:

"Provided that the Lien, provided for in this Act, shall not attach to any grain or seed after it has been purchased by a grain dealer and has passed into his possession, unless the Lien should have been filed with the Register of Deeds of the County, before the grain or seed was purchased by said dealer or he should have received written notice from the party entitled to the Lien of his intention to file same."

This latter one-half of Section Two, we as threshers, are willing to have taken out of the bill in the next Legislature, and will ask your assistance in that direction if you see it is to your advantage.

We will also ask to have Section Three changed to read as follows:

"Section 3. Any person, firm or corporation holding lien or mortgage upon any unthreshed grain or seed, shall be held equally responsible with the owner for the threshing bill, when they take or receive possession of the grain or seed threshed. Provided, however, they shall be held responsible for threshing bill only of what grain or seed they take or receive possession of."

Also Section six in conformity with the balance. The change in Section Three will only do away with the red tape that is now attached to it, the meaning will be the same.

In the next Kansas Legislature we shall ask that the state pass the same Lien Law, and if your association can be of any help or assistance to us, it will be greatly appreciated.

Mr. Scott's paper was referred to the legislative com'te.

H. H. Haines, Secy. Galveston Chamber of Commerce: I am an uninvited guest but have come as the result of a meeting of our grain men. They asked me to come and tell you that Galveston wants to get acquainted with you.

I was interested in Oklahoma many years ago when there were 14 grain elevators, 14 scoopers and 1,486 dogs at each station. Now all is changed. I wish you wud come to Galveston and overcome the barrier of 600 miles. Get acquainted with the Pres. of the Galveston Wharf Co.

We have made offers to inspectors in various markets to come and be our inspector but so far the only result has been that we have raised the salary of each of the inspectors to whom we wrote.

We are still making efforts to obtain a good inspector and a comite from our Chamber of Commerce will start on a tour of inspection over the U. S. to get the best available man. Galveston is next to New York in the volume of its foreign trade. I extend to you a cordial invitation to come and visit us.

Pres. Drennan: I am confident that Galveston will get right. I am glad they are making such a determined effort.

Ben Hennessey, Secy. of the Okla. Agri. Board submitted the following paper:

R. C. Jordan, Supt. I. C. Terminals, New Orleans: I am glad to be here and enjoy the trip thru your fine country. I trust you will all come to visit us.

The meeting adjourned to 2:30 P. M.

Wednesday Afternoon Session.

Pres. Drennan called meeting to order at 3 P. M.

Secy. Prouty read his report as Secy. and Treas.

SECRETARY'S ANNUAL REPORT.

The questions which confront us as we meet for the seventeenth time in Annual Convention, are in effect similar to those of former years. True it is, that as each twelve months rolls around we are brot face to face with new perplexities and problems, peculiar to the exigencies and conditions of the times, but the fundamentals remain virtually the same. Arbitration, the backbone of associations such as ours, a larger integrity in dealing with others, better seed, a more thoro knowledge of, and adherence to the rules which govern us; all these and many others, like the proverbial poor, are with us always.

Each year not only brings new questions for settlement, but learning from the best of teachers, experience, we are enabled to face them more intelligently and dispose of them with greater judgment. Foolish indeed, would be the man or organization which did not profit by his own or others' mistakes and put forth every effort to avoid such pitfalls again. So it is we begin the new year with a promising outlook. With a membership equal to that of former years, and a determination to close it with the largest enrollment of our history. In this your assistance is needed. The quickest way to dispose of a troublesome competitor is to make him a brother member. Then why not let our slogan be—EVERY GRAIN DEALER IN OKLAHOMA—A MEMBER OF THE ASSOCIATION—and get busy?

Who's Who in the Oklahoma grain business? We would say most emphatically, the dealer who with his money invested, works year in and year out, weathering the storms, taking advantage of the sunshine and preparing for rain. Not the dealer of the moment, here today and gone tomorrow, frequently owing many. Should conditions warrant he starts up the next season believing that time heals all wounds, and that the grain fraternity will forgive and forget his short comings. The one who suffers from his operations is this same substantial dealer, who would scorn to stoop to many of the transactions of the other.

Not all reliable dealers are upon our lists; tho we hope to have them there before the season is over. As the Association stands primarily for fair dealing in every line, the majority of shippers prefer to deal with those affiliated with an organization which will stand back of any differences which may arise. Oklahoma has so many honest, substantial grain firms there is no necessity for bidding the unreliable ones. Write us when in doubt and we will be glad to send you a dealer's standing whether he be a member of our association or not.

Our dealers have experienced a great deal of unsatisfactory business through the action of Northern dealers, who selling grain on certain specified weights and grades, do not accompany draft for same by inspection certificate. The subsequent refusal to take up such unaccompanied drafts has been the cause of much grief and many cancelled contracts. If our dealers are obliged to go North for grain at certain seasons of the year, is it not reasonably fair for them to demand, that buying as they do on some one else's



Anti-Swearing Grain Dealers at Oklahoma City May 19-20, 1914.

weights and grades, the certificates should accompany drafts for such shipments?

Buying grain on its merits, is the best way of advancing your own and the farmer's interests. Each year the grain dealers spend both time and money in an effort toward better seed. While this has a good effect there seems still to be a lack of confidence among the farmers as to the motive which prompts such efforts. If we as dealers would buy grain from the farmers on the same basis as that upon which we are forced to sell it to receivers and exporters, that in itself would force the producer to reach out after a better grade of seed, as he does for better hogs or stock. Just so soon as he realizes the advisability of sowing better seed in order to have a better class of wheat to market, just so soon will he share in the larger profits which such high class commodity will bring. We need to pull together.

The time has come when in every line of business systematic principles obtain. In larger or smaller concerns organization has been the result of wider experience. This organization does not mean fixed prices, a scheme to do the weaker party, but a concerted effort to help the dealer and producer alike. It is the spirit of fraternity which is the slogan of the times.

A willingness to arbitrate quite frequently does away with its necessity, which no doubt is the reason why, that as the understanding of the advisability and fairness of Arbitration deepens with our broader experience, so the number of cases brot before our committee for settlement becomes less. A fair presentation of the matter in most cases brings about an amicable adjustment, but where this cannot be done the decision of the committee can be relied upon every time. The privilege of Arbitration and the willingness to do so is the bone and sinew, so to speak of all organizations. Our Arbitration Committee has not been called together this last year, but approximately two thousand dollars' worth of claims have been settled by this office.

Compensation for the cooping of cars is due the shipper. With him this question of cooping resolves itself into Hobson's choice, for if he does not attend to the matter himself, his competitor will take advantage of his refusal and obtain such cars. One can even better afford to pay for such cooping out of his own pocket, tho it materially reduces his profits. Were he to receive reasonable compensation for such expenditures such losses would be done away with, resulting we believe, in fairness and consequent satisfaction to all concerned.

Much of the work of an organization such as ours never goes upon record. By far the largest per cent of such work is in the field, and only by its results is it ever known. One of the features which is far reaching in its results, is that of local meetings, 37 of which were held during the year just past. The large decrease in claims and differences between competitive dealers, we believe is due largely to these gatherings and the friendly relations which result. As matters of importance come up in the way of legislation, findings or rulings of the Interstate Commerce Commission, or in fact anything bearing upon our business, circulars are issued from this office, thus supplementing the broader work of these local as well as this general gathering. Remember this office is yours, and never hesitate to write for information or aid, both of which will be gladly given.

Let us put our shoulders to the wheel, and give a long pull, a strong pull, and a pull all together, for the biggest, strongest and best Association we have ever had. Let every member constitute himself a committee of one to aid in every way along this line, and if at our meeting next year we can find every reputable dealer in Oklahoma upon our list, we will have indeed earned for each of us, a hearty "well-done."

TREASURER'S REPORT.

From May 1, 1913, to May 1, 1914.

Total receipts from all sources....\$3,292.60

EXPENDITURES.

Traveling expenses	\$ 432.91
Phones and telegrams	121.05
Stamps and express	103.40
Office rent	150.00
Printing	37.90
Expense last Annual Meeting.....	175.76
Expense Tri-State Board	15.80
Printing 1913 Directories	65.00
Expense Special Committee work...	20.48
Taxes	3.78
Clerk hire	240.00
Secretary's salary	1,800.00

Total expense

Cash balance on hand.....\$126.52

Dues not paid

150.00

Reports were adopted as read.

REPORT OF ARBITRATION COMITE.

U. F. Clemmons said:

If matters continue as at present we do not need Arbitration Comite. We had only one little case of \$19.60. Our Secretary settled nearly \$2,000.00 worth of claims.

In 1913 we had four cases and claims totaled \$1,300.00. So you see we will soon be out of business.

I want to suggest a change in Rule 11. There has been some dispute about this. I suggest it be changed to read as follows:

Rule 11—Terms Sec. B. Even weight sacks shall mean that each sack shall contain exactly the same number of pounds and in no case can it be construed to mean the average weights of the sacks contained in the shipment.

J. S. Hutchins, Chairman Legislative Comite.

Last year you appointed this comite and I as chairman did all I could in conjunction with comite.

Our main work has been in connection with the Galveston situation. We have had meetings with Galveston dealers and proved to them that their inspection was not proper. To say the least the chief inspector was lax in his instructions to his deputies. The railroads have been very anxious to have matters more satisfactory. They want Galveston to be the best port to ship to instead of the worst.

Last year our wheat was pretty good and not so much trouble arose.

We have found that Galveston elevators are public warehouses and yet they refused to condition our wheat. They have agreed to condition our grain on the same terms as New Orleans.

New tariff rules have been issued at Galveston to conform as nearly as possible to New Orleans.

They have also agreed to get a new inspector. They also allowed us the privilege of having an Oklahoma inspector present at inspection. They agreed in case of dispute to let Kansas City Board of Trade's chief inspector be the final arbiter. We believe Galveston dealers will now give us a square treatment.

Secy. Prouty read the following telegram and the desired resolution was adopted:

Ft. Worth, Tex., May 20th, 1914.

R. H. Drennan, President Oklahoma Grain Dealers Association, Oklahoma City, Okla.:

We regret exceedingly that it has been impossible for either of us to attend your meeting. We both intended to be with you but since Mr. Kell's friends have announced him as a candidate for Director of the Regional Reserve Bank for this district we feel that our obligations to him and to the interests of the grain and mill trade of this district require that we remain here and do what we can to insure his election. We would like very much for your association to pass a strong resolution indorsing Mr. Kell and either send a copy of it to every bank in the group one division of this district or have it published in full by your papers or both. We are with you in spirit. Hope you are having a good meeting and that a large delegation of your members will attend our meeting here tomorrow and next day.

T. G. MOORE, President.

H. B. DORSEY, Actg. Secy., Texas Grain Dealers Ass'n.

ENDORSE FRANK KELL FOR REGIONAL BANK DIRECTOR.

We understand that Mr. Frank Kell of Wichita Falls, Tex., is being considered for the position of Director of the Dallas Regional Bank.

At the present time a large part of Oklahoma is included in the Dallas Regional Bank territory and the grain dealers and millers of that part of the state are largely interested in the personnel of the directorate of the Dallas Bank.

Therefore the Grain Dealers and Millers of Oklahoma in meeting assembled, knowing that Mr. Kell is a man of great ability and of unexceptionable integrity fully capable of meeting all the requirements of a Director of the Dallas Regional Reserve Bank, do hereby endorse Mr. Kell most heartily for that position.

The Nominating Comite's report, which was unanimously adopted, resulted in the election of R. H. Drennan, Oklahoma City, President; C. B. Cozart, Woodward, Vice-Pres.; C. F. Prouty, Oklahoma City, Sec'y-Treas.

Directors: J. E. McCristy, Enid; Geo. O. Harbaugh, Alva; D. C. Kolp, Oklahoma City; M. E. Humphrey, Chickasha; J. S. Badger, Pawnee.

Arbitration Committee: U. F. Clemmons, Chairman, Marshall; D. J. Donahoe, Ponca City; J. J. Stinnett, Oklahoma City.

Member Tri-State Appeal Board: J. H. Shaw, Enid.

A vote of thanks was extended to Pres. R. H. Drennan.

Pres. Drennan: This Ass'n started in Kingfisher, Okla. It had for its object to better conditions. J. C. Raub was the first secy. and then our present Secy.'s father had the position and then our present Secy. was given the position. I am glad to assist you all possible and will do my full duty.

Secy. C. Quinn of the Nat'l Ass'n read the following resolution which was adopted:

WHEREAS, The Grain Dealers National Ass'n is consistently working for the best interests of the entire grain trade, and

WHEREAS, The Oklahoma Grain Dealers Ass'n has not deemed it advisable to affiliate with the National Ass'n as an organization, owing to the tax which such affiliation would be upon the finances of this association, and

WHEREAS, The Grain Dealers National Ass'n has proffered a special proposition to our ass'n, inviting each individual member of this association to affiliate with the National Ass'n through this ass'n, at a cost of but \$1.00 per member which entitles each member to all the benefits of the National Ass'n; Therefore, be it

RESOLVED, That the Oklahoma Grain Dealers Ass'n, in convention assembled, accept and endorse this proposition, and the secretary is hereby directed to communicate with the members of this ass'n, explaining the \$1.00 membership proposition, with the recommendation that, so far as possible, all of our ass'n members join the National, such affiliation entitling them to all the privileges of that ass'n.

Pres. Drennan: It was decided that it was not wise that a suit for reciprocal demurrage be filed as it did not appear that a suit of this kind could be sustained.

Sec. Quinn: The Legislative Comite of G. D. N. Ass'n has been working on reciprocal demurrage since New Orleans meeting. Nothing definite has been accomplished but the comite will make a full report at the meeting in Kansas City.

Mr. Lorenz: Our endorsee Frank Kell is buying wheat from a farmer who scoops grain at my station.

Pres. Drennan: I will see Mr. Kell personally and ask him not to let it occur again.

Wm. Randels: A number of us have been wishing that we might have an official scale inspector. We want our scales in order so as to avoid controversies between shippers and receivers.

Sec. Prouty: I believe this a good idea. We have been informed by R. R.'s that if the man whom we endorse will go before their experts and pass an examination they will recognize him and his scale tests as official.

I have in mind G. L. Godfrey, who I believe is competent to do the work.

Mr. Randels: I move that Mr. G. L.

Godfrey be appointed as Scale Inspector if he pass the examination of railroads.

J. S. Hutchins: I move an amendment that G. L. Godfrey be known as official Scale Inspector if he pass the examination, and that the minimum charge be \$2.00 per scale provided there are enuf scales to net him \$5.00 per day and expenses.

Mr. Randels: I accept the amendment. Motion unanimously adopted.

The following resolution was read and adopted:

WHEREAS the Organization Committee working under the Federal Reserve Act has placed the South half of the State of Oklahoma in the Dallas District, and the North half in the Kansas City District, and

WHEREAS the business of millers and grain dealers is done almost entirely through sight drafts with Bills of Lading attached which must reach destination before the arrival of car in order to avoid delay in delivery and save demurrage, and

WHEREAS a great many of our shippers own plants in both districts and would necessarily have to make arrangements for handling their items through both, thus causing unnecessary work, great inconvenience, additional cost, and much delay, and

WHEREAS the members of this Association have this year the tremendous task of handling the greatest crop ever raised in the State of Oklahoma, and believing that the division of the State in two districts would create a congestion in the shipping and handling of the same, causing both loss and inconvenience alike to the producer and the shipper, and

WHEREAS the natural trend of trade in the grain business is between Kansas City and all parts of Oklahoma, therefore be it

RESOLVED, that this Association urge upon our Senator and Representatives in Congress the deep obligation resting upon them to see that a readjustment be effected so that all of Oklahoma will be in the Kansas City District.

Banquet.

On the evening of May 20 a banquet was tendered to 300 visitors in the Assembly Room of Skirvin Hotel.

It was called a Bryan banquet because of absence of all liquid intoxicants.

Everybody was happy and good cheer prevailed.

Convention Notes.

Kansas City was well represented.

909 was one of the busy rooms. Who said Jim Hutch!

Alabama's lone representative was B. F. Blue of Ingersoll.

E. G. Rall urged all dealers to attend Texas meeting at Ft. Worth.

Adolph Kempner and W. H. Martin came all the way from Chicago.

A more enthusiastic bunch than the Oklahoma dealers never existed.

Bill Randel? Yes, he was there. I saw him at 4:15 a. m.; wide awake, too.

Weather couldn't be better, a good many enjoyed themselves inside, however.

Tickets were provided all visitors Tuesday evening for the Empress Theater.

Now aren't you convinced that it pays to attend your Ass'n meetings? Shaw is.

Norris Grain Co. was represented by I. H. Blodd, F. C. Hoose and B. A. Kelly.

The Avery Scale Co. had a model of its grain scale in one of the rooms of the hotel.

If crops turn out as good as the crowd at the meeting, everybody will be prosperous.

The Richardson Scale Co. had a 1000-lb. automatic scale on display in the lobby of the Skirvin.

"A Bryan Banquet" is the title of a speech by Bob Drennan—get the name? Free copies on request.

Meeting was the best ever held. Everybody full of good crop prospects, good will and kindly feeling.

I never saw Sec'y Prouty so happy. It's the large attendance, boys. Make him happy again next year.

C. R. I. & P. and Santa Fe both contended for the business of taking the grain dealers to Fort Worth.

The program was a real novelty. It was printed on four shipping tags of different colors tied together.

Ft. Worth was represented by E. R. Kolp, E. G. Rall, Fritz Straughn, W. W. Manning and Bert K. Smith.

Sec'y Jas. H. Sherman invited all dealers to attend meeting to be given by the Wichita Board of Trade, June 11-12th.

Burrell Engineering & Construction Co., Chicago, was represented by W. W. Wenzholz. G. L. Godfrey of Godfrey & Son, was looking for contracts.

St. Louis Boosters attending were: Geo. C. Martin, Jr. of Goffe & Carkener Co., H. H. Savage of W. L. Green Commission Co. and Jesse Vandenburg, Oklahoma City Representatives of Langenberg Bros. & Co.

Kansas Dealers in attendance: H. A. Cadwallader, Coffeyville; H. M. Hill and R. C. Sowden, Arkansas City; Bert and H. L. Strong, Conway Springs; E. B. Warkentin, Newton; H. Work, Ellsworth;

Chief Grain Inspector & Weighmaster W. L. Richeson came all the way from New Orleans as did H. Lererich representing customhouse brokers of that city, and R. C. Jordan, Supt. of the Ill. Cent. Elvtrs.

Wichita's representatives were: Clark Burd, N. F. Dazey, Geo. Koch, Frank J. Kramer, A. A. Roth, F. D. Stevens, Jas. H. Sherman, Sec'y Board of Trade, C. V. Topping, Henry Bird, S. P. Wallingford and Ben U. Feuquay, J. A. Woodside;

Texas Dealers who came up were: Claiborne Adams, El Paso; F. Y. O. Bannon, Claremont; Allen Early, Amarillo; H. H. Haines, Galveston; G. Hiborger, Amarillo; Frank Kell, Wichita Falls; L. C. McMurtry, Pampa; W. N. Priddy, Wichita Falls; J. A. Whaley, Gainesville;

Souvenirs presented were: pencils by the Avery Scale Co. of No. Milwaukee, and Vanderslice-Lynds Co., Kansas City; combination tools by Smith-Mann Grain Co., Kansas City; identification badges by the Grain Dealers Fire Insurance Co., Indianapolis, and spike puzzles by Goffe & Carkener, St. Louis and Kansas City.

Supply Men in evidence were: Henry P. Bronaugh, Chas. R. Decker, M. Goldsmith, L. B. Graham and G. L. Godfrey of the Richardson Scale Co.; Eli H. Ingham, Frank J. Murphy, Invincible Grain Cleaner Co.; Adolph Mayer, J. C. Power, J. B. Ruthrauff, Huntley Mfg. Co., Silver Creek, N. Y.; R. M. Spivey, and H. W. Sterling of the Avery Scale Co., Milwaukee,

Kansas City was well represented by Chas. W. Avery, Lonsdale Grain Co.; Kent Barber, Frank Barrett Frank D. Bruce, E. E. Roahen Grain Co.; Wm. G. Dilts, Jr., Tom J. Brodnax, F. M. Corbin, D. L. Croysdale, Fred B. Godfrey, E. C. Kruse, Russell Grain Co.; G. S. Carkener, Goffe & Carkener; W. B. Lathrop, A. J. Mann, S. H. Miller, N. F. Noland, P. C. Rutherford, Van Dusen-Harrington Co.; W. W. Simmons, Ernst Davis Grain Co.; Harry J. Smith, H. R. Williams, E. R. Stripp and John R. Tomlin.

Railroad Men looking for business included Frank J. Burke, J. G. R. Williams, and M. C. Bailey of the T. & P. Ry.; W. B. Ryan and R. C. Jordan of the Ill. Cent. R. R.; John G. Royster, Jr. and Floyd G.



Still More of the Grain Dealers at Oklahoma City May 19-20, 1914.

Stebbins, B. & O. Lines; Joseph P. McDonough of M. & O. R.R.; H. C. Conley St. L. & S. F. R.R.; D. W. Bird, Louisiana & Arkansas R.R.; Norman E. Bishop, Union Line; J. A. Eads, Sou. Pac. Co.; Jno. B. Carroll, Lehigh Valley R.R.; C. W. Clarke, Erie R.R.; J. W. Overman, T. & St. L. & W. R.R.; J. J. Kelleher, United Fruit Co.; W. H. Calvert, Galveston Wharf Co.; and C. J. Maley, Peninsular & Occidental S. S. Co.

Oklahoma Dealers in attendance were: J. W. Alexander, Frederick; S. G. Ambriester, Norman; R. W. Amerine, Blackwell; J. R. Bailey, Enid; W. J. Baines, Hennessy; J. S. Barclay, Tonkawa; G. G. Black, Hollister; E. S. Bouldin, Pryor; Lou E. Bouquet, Mooreland; V. P. Barrett, Frederick; C. A. Boyington, Carrier; A. C. Brown, Fargo; J. J. Brown, Lawton; C. F. Brattin, Pond Creek; Geo. Burgin, Billings; Geo. R. Caldwell, Lindsey; Thos. F. Carey, Norman; G. M. Cassity, Tonkawa; E. B. Chapman, Tonkawa; U. F. Clemons, Marshall; J. D. Chalfant, Clinton; S. H. Colevick, Helena; J. W. Colcazier, Henryetta; J. A. Commons, Thomas; T. C. Cones, Lamont; O. W. Cox, J. H. Cox and C. B. Cozart, Woodward; J. L. Gurlee, W. W. Deck, Weatherford.

H. Dittmer, El Reno; D. J. Donahoe, Ponca City; J. B. Doolin, Noel; D. W. Drennan, Thomas; E. D. Eberwein, Ralston; A. J. Englert, Haskell; A. W. Fertig, Ft. Cobb; A. J. Fischer, Beland; W. Flood, Eddy; G. L. Franklin, Pocosset; G. N. Freeman, Frederick; Roy Frymire, Ft. Cobb; J. E. and M. E. Gibbons, Purcell; J. J. Gibson, Nash; C. W. Goltry, Enid; R. S. Goode, Brame; S. T. Goodman, Tonkawa; G. F. Gossett, Piedmont; R. P. Gouldrey, Weatherford; Frank S. Gresham, Guthrie; G. W. Grim, Aline; W. M. Groyne, Ardmore; W. S. Grubb, Enid.

V. G. Hagaman, Blackwell; J. B. Halum, Fletcher; G. A. Harbaugh, Alva; S. D. Haworth, El Reno; Will Hearn, Hastings; W. E. Herbig, Tonkawa; R. I. Helton, Grandfield; J. E. Huffine, Frederick; E. D. and K. E. Humphrey, El Reno; M. E. Humphrey, Chickasha; F. E. Humphrey, Chickasha; F. E. Humphreys, Lawton; J. M. Hutchins, Ponca City; O. W. and O. W. Hutchison, Jr., Shattuck; W. L. Hutcheson, Sulphur; Geo. Ingram, Salt Fork; Clyde Ingle, Shattuck; C. T. James, Gage; A. J. Johnson, Meno; E. W. Johnson, Pond Creek; J. M. Johnson, Minco; W. B. Johnston, Enid; F. M. Kell, Frederick; I. G. Krieger, Hitchcock; J. T. Langford, Enid; J. R. Lankard, Kingfisher; F. M. Laughlin, Calumet; F. R. Linton, Chickasha; E. R. Lehman, Geary; A. W. Lewis, Dacula; C. G. Long, Hobart; M. Luschen, Piedmont; P. Lorenz, Cordell; Frank Loeser, Amorita; M. R. Mansfield, Cherokee; A. W. Marlow, Minco; S. Marquis, Enid; D. E. McAnaw, Elgin; M. C. McCafferty, Enid; J. H. McCrady, Yewad; Geo. McGee, Tulsa; James McIntyre, Jefferson; W. F. McManus, Shawnee; J. W. McSpadden, Tahlequah; J. F. Mead, Enid; Geo. F. Milbourn, Fairland; Fred Miller, Enid; Major Moberly, Claremore; F. E. Moore, Chickasha; Geo. L. Moore, Woodward; C. G. Morrison, Jefferson; W. W. Morrison, Geary; F. W. Nelson, Clinton; W. T. Oates, Ponca City; C. F. Oelke, El Reno; H. Overstreet, Laverne; L. E. Pettigrew, Chickasha; J. H. Pruitt, Lindsay; J. M. Rader, Gage; C. E. Ramsey, Lahoma; F. Ringelman, Geary; Oscar Robinson, Osage; J. E. and J. A. Ruth, Kingfisher.

Roy Sappington, Supply; J. D. Sanders, Minco; A. Settergreen, Lamont; E. W. Sibley, Reading; C. Simpson, Manitou; E. F. Shinn, Guthrie; H. Slitt, Custer; J. R. Smiley, El Reno; M. H. Smith, Alexander; W. R. Southworth, Canton; D. K. Sterrett, Ryan; N. T. Stewart, Laverne; J. T. Stout, Deer Creek; L. O. Street, Woodward; W. M. Taylor, Holdenville; J. R. Thomas, Carnegie; M. F. Thomas, Garber; M. L. Thomas, Brame; C. N. Tillman, Frederick; C. P. Unruh, Meno; Jesse Vandenburg, Blackwell; Myron Vandenburg, Hunter; E. J. Webb, Butler; H. H. Wegener, Waurika; J. W. Wharton, Pond Creek; J. W. Wheeler, Thomas; W. O. Wheeler, Weatherford; F. H. Wilson, Meno; A. D. Winsor, Frederick; Ed. B. Wolfe, Comanche.

The Millers' Meeting.

The Oklahoma Millers' Ass'n met in the assembly room of the Skirvin Hotel on the forenoon of May 19. The principal business was the election of officers

and directors. Those elected were as follows: M. E. Humphrey, Chickasha, Okla., Pres.; Chas. N. Connelley, Oklahoma City, Okla., V. Pres.; Frank Foltz, Oklahoma City, re-elected Sec.; directors elected were E. Wiegell, Perry; Geo. E. Sohlberg, Oklahoma City; J. A. Ruth, Kingfisher; H. Dittmer, El Reno, and J. L. Ford, Shawnee.

The Oklahoma millers on the C. R. I. & P. have suffered losses because of this road's refusal to mix intra and interstate tonnage when destined for Oklahoma points.

The Santa Fe and Frisco allow the mixing of intra and interstate tonnage and shippers and millers on C. R. I. & P. are therefore not in a fair competitive basis.

Rosenberg & Lieberman Fined \$250.

Alfred L. and Edwin L. Rosenberg, brothers and members of the firm Rosenberg & Lieberman at Milwaukee, Wis., on May 12 were fined \$250 each on the charge of having mailed a certain circular representing that they were the largest dealers in alfalfa seed, that in the year 1910, 1911 and 1912, they had purchased every pound of seed raised in the Cow Creek Valley, Montana, and that they had secured a corner in Montana grown alfalfa seed for the year 1913, and that they did not handle any Idaho alfalfa seed, it having been quarantined during the year 1912, because of weevil.

The defendants, as was their right, interposed the plea of *nolo contendere*, and were fined \$250 each. The defendants thru their counsel stated that they realized they had wrongfully used the mails of the United States for the purpose of disseminating their circulars and that they would never in the future make use of any such means or methods in manner and form as charged in the indictment of advertising their products.

The plea of *nolo contendere* is a plea which may be filed at the discretion of the Court, in the form of a general statement, that the defendant will not further contend with the prosecuting power, but puts himself upon the mercy of the Court.

Counsel for the defendants very frankly stated that their clients had overstepped the legal boundaries in the matters charged in the indictment, but sought to explain it by inexperience, and the vim and energy of youth.

When the indictment was returned, Mr. Charles Lieberman, the senior member of the firm, was on his deathbed. He died without knowing of the proceeding in court against him.

In March, 1911, when it was charged that the plan to over-advertise alfalfa seed was formed, Edwin L. Rosenberg was not a member of the firm, and Alfred L. Rosenberg had nothing to do with the advertising end of the business. All seed shipped by the concern was shipped subject to approval by the purchaser, and with the right on his part to return the same if found below sample.

Because of the death of Mr. Lieberman, it became a difficult matter for counsel to present certain defenses upon which the Rosenberg brothers relied. Mr. Edwin Rosenberg had been made virtually a nervous wreck, having spent considerable time under the care of physicians, because of the worry necessarily connected with these proceedings.

Seeds

MARKLE, IND., May 19.—Some good clover.—J. F. Plice.

TREMONT, ILL., May 11.—Growing alfalfa in excellent condition.—S. A. Hayward.

DENVER, IND.—We will install a clover seed cleaner in our elvtr. this summer.—O. Gandy & Co.

THE SEED STOCK of A. C. Brown Seed Co., Springfield, Ill., was threatened by a fire in an adjoining building on May 6. The fire was extinguished without loss.

CLOVER ACREAGE 98%; acreage to be plowed up because winter killed 14%. Condition of meadows and pastures 88%. Frederick C. Martindale, sec'y of state.

THE LOUISVILLE SEED Co. of Louisville, Ky., has recently bot the business of Borders, Chaffin & Co., of Flora, Ky. They intend to push the new branch to its full capacity.

WE ARE contemplating some improvements and may conclude to put up a few beams and enlarge our alfalfa seed cleaning plant about the middle of the summer.—S. J. Griffin, sec'y Blackman & Griffin Co., Ogden, Utah.

EDWARD HART was recently awarded \$250 in the district court at Fort Dodge, Ia., in a suit brought against Robert Lawler. The plaintiff alleged that the seed was of poor quality because it failed to germinate and was given the judgment on the ground that the defendant's advertisement was an indirect guarantee of the seed.

ATCHISON, KAN.—We are erecting a new office and warehouse building. The structure will be 100 x 150 feet and three stories high with a basement. It is constructed of concrete and brick, strictly fireproof, and has a railway switch running into it from the rear. The building will be completed about Dec. 15.—The Mangelsdorf Bros. Co.

KAFIR SEED of the blackhull variety which was imported from Africa last spring has been planted by several farmers of Kansas. Owing to various reasons kafir planting has been curtailed somewhat this year, but it is thot that there will be enough to seed the acreage provided and that the shortage due to last season's drought will be overcome.

THE IDAHO MILLING & SEED Co., Pocatello, Ida., was recently organized with a capital stock of \$50,000. W. A. Hyde is pres. of the company, whose stock is owned entirely by local people. A site has been purchased for a plant which will be constructed during the coming summer. The new firm will do a general milling, feed, and seed business and will erect an elevator the coming fall.

SHIPMENT OF SEED from one state to another or from a foreign country to a state will come under the police powers of each respective state and false labeling or adulteration of seed shipments will make shippers liable to a \$500 fine or imprisonment or both if a bill introduced in the House of Representatives by Representative Howard becomes effective. The bill purposes placing the shipment of seed into a state on the same basis as intrastate shipments and to prevent of falsifying as to the character of such shipments.

From the Seed Trade.

TOLEDO, O.—Clover seed has run true to customary May form, scoring an advance of 30c for the week. The gain has been due to more confident investment feeling. Trade has been narrow, and most selling of the profit-taking variety. Hesitancy is felt about short commitments with the crop-making season still ahead—a condition which is reflected also in the premium of futures over cash seed. Reports of the growing crop are favorable, with indications that the acreage is not far from last year's. The weather has been all that anyone could ask—except the bulls.—*Southworth & Co.*

Marysville, O., May 19.—We have a large acreage of red clover which is the principal seed crop raised. It is doing finely and there is no reason why there should not be a very large crop. The timothy meadows are also looking well. A limited amount of Timothy is raised in this section. Some Red clover is still in the farmers hands and will be carried over, altho we do not estimate this amount as being very large. We notice that a great many farmers who have been slow about taking up alfalfa are putting out a small acreage this year. We cannot help but feel that this seed will eventually be almost as popular as red clover. As the market price for both timothy and clover seed were fairly good in this section last year, we do not feel that it will affect the raising of the crop in any way.—O. M. Scott & Son.

Clover seed has been strong all week. It went thru the eight dollar mark for October very easily and after passing that figure the offerings became very light, holders evidently figuring that if there wasn't much for sale at \$8 they might as well hang on. Shorts have been frightened by dry hot weather in Illinois and also a little of the same sort in Indiana, although the crop reports from the latter state are mostly favorable. Nearly all say the acreage is smaller. Present price of October is about 50 cents higher than a year ago today and that of course discounts some damage. Outside of England the crop news from abroad is rather favorable, but it really is too early to tell much about what the crop is going to be there (or here).—*J. F. Zahm & Co.*

Des Moines, Ia., May 19.—It is our opinion that there was not as much clover seed sown in Iowa this Spring as in former seasons. The amount of timothy was about up to the standard of former years and we think that prospects for a crop of this grass is very good. We have had some seasonable rains of late, and the grass crops where meadows have been established, promise to be a good crop. More alfalfa has been sown in Iowa this year than ever before and there will be large quantities sown from this time until the middle of August. This seems to be spreading thruout the Middle West quite rapidly and promises to become one of our staple crops in time. We do not believe that last year's prices for grass seeds will have much affect upon the production of this year's crop, but rather think that the market prices at the time of the hay harvest will determine largely the amount of timothy and other seeds that will be saved. If the farmer can get a reasonable rate for timothy seed, the meadows will not be cut for hay; on the other hand, if the seed price is very low, the meadows will be cut for hay, no attention paid to the seed crop. This condition also applies to the clover crop which comes at the second cutting. The amount of old seed left thruout our state and the amount of tim-

othy on hand is very much less than one year ago. We think there is more clover in the hands of the farmers and dealers than last season, but we think the best seed went to market this year, and what is left unsold is rather of inferior quality.—*Iowa Seed Co.*

Program Seed Trade Ass'n.

For the 32d annual convention of the American Seed Trade Ass'n, to be held at the Raleigh Hotel, Washington, June 23-25, the following program has been arranged.

ORDER OF BUSINESS.

Report of Sec'y-Treas.—C. E. Kendel, Cleveland, O.

Election of new members.

Com'te reports.

Unfinished business, new business and general discussion.

Election of officers.

June 23, 10 A. M.

Selling Seeds at Wholesale. Salesmen—Catalogs—Surplus Lists. By Watson S. Woodruff, Orange, Conn.

Printer's Ink Advertising.—Farm Journals, General Advertising. B. A. E. McKenzie, Brandon, Man.

Trial Grounds and Their Advantages to Seedsmen. By Dr. W. W. Tracy, Dept. of Agriculture, Washington.

Central System of Selling Seeds and Its Advantages. By F. W. Bruggerhof, New York.

Proper Use of the Disclaimer. By Curtis N. Smith, Boston.

Overhead Costs System. By Max Fischer, Washington.

The annual banquet will be given Tuesday evening, and plans are being made for a trip to Mount Vernon, Arlington and the City of Washington, and also for a reception to the ladies.

Follett & Emert's New Elevator at Dewar, Iowa.

The rebuilt elevator of Follett & Emert at Dewar, Ia., a thriving grain center in Blackhawk County in the northeast central part of the state on the Chicago & Great Western R. R., which has been put in operation recently is equipped thruout with modern machinery.

The new plant is built both for convenience and speed in handling grain. The main structure is 24 by 24 and 40 feet to plate. It is topped by cupola 14 by 24 by 16 feet and has a concrete basement six feet deep. The house contains six 8 by 8 feet bins and two large bins over the alleyway.

A Richardson Automatic Scale has been installed in the cupola and a F. & J. 18 horse-power oil engine with a friction clutch in the engine room. A Western rope drive from the counter shaft to the elevator head is used, as is a Western Manlift and a Western Sheller on the main floor. On the main floor also is a Fairbanks Dump Scale. The elevator leg belt carries 7 by 16 in. cups, giving it a capacity of 2500 bus. per hour. Grain is conveyed from dump to elevator boot by a drag chain.

In the prompt rebuilding of their plant Follett & Emert have shown a marked degree of enterprise, as their old elevator was only burned on Jan. 9, 1914. They opened for business in the new one on March 7. By this prompt action the inconvenience and loss will be repaid in part by the increased efficiency of the new elevator. The fotograf reproduced herewith was taken soon after the completion of the elevator.

I HAVE READ every copy of the Grain Dealers Journal for the past 11 years and do not want to miss a number, as I consider it invaluable for all grain dealers. I enjoy reading it very much.—*J. A. Armour, Bentley, Kan.*



Follett & Emert's Elevator at Dewar, Ia.

Feedstuffs

FOR DELAY in delivering a shipment of salvage alfalfa, the Berger-Crittenden Milling Co., the Milwaukee Grain and Feed Co. and the Charles R. Lull & Co., all of Milwaukee have brot suit against the C. & A. Ry. for \$3,327.20.

THE SOUTHERN RICE GROWERS ASS'N, Beaumont, Tex., was recently fined \$100 and costs for an alleged violation of the Pure Food and Drugs Act. Examination of a shipment labeled rice by this company showed that it was a mixture of rice, glucose and talc in imitation of rice.

ABOUT 25 FEED MANUFACTURERS from St. Louis, East St. Louis, Cairo, Memphis, Nashville, Chicago, Kansas City, Omaha and Minneapolis met in St. Louis May 8 to discuss questions pertinent to their trade. No organization was formed but another meeting was set for September.

THE J. LINDSAY WELLS Commission Co., Memphis, Tenn., was recently fined \$100 and costs because a shipment of cottonseed meal made by this company did not contain the amount of ammonia, nitrogen, oil and fat, and protein as marked on the label when examined by Bureau of Chemistry.

ARAB HORSE FEED, its benefits to the horse, old and young, and its nutritive qualities; also its ingredients and an explanation of their energy value to the animal are clearly outlined in a small booklet, the "Oracle of the Arab," published by the M. C. Peters Mill Co. Other Peters feeding stuffs are described.

THE GEORGIA COTTON OIL CO., Rome, Ga., was fined \$25 by the Department of Agriculture for an alleged violation of the Pure Food and Drugs Act. An examination of the shipment made by the company showed a smaller amount of fat and a larger amount of fiber in the product than was designated on the label.

Net Weight Law Now Effective.

The Net Weight Law as amended in the Pure Food and Drug Act March 3, 1913, became effective May 11, when the Secretaries of the Treasury, Agriculture and Commerce signed it, tho the exacting of penalties for violations will not begin until Sept. 3, as prescribed in the original draft of the amendment. Under this new law any misrepresentation in the marking of weight measure or count of articles will be considered violations and duly prosecuted.

The statement of weight, measure or count must be given in standard terms as used in the United States, as for example the measurement of feeding stuffs must be stated in standard U. S. bus., pks., pts., or in terms of metric measure or weight. In some instances packages may be marked "Minimum Weight" if the making is an approximate of the actual quantity.

Certain tolerances are permitted, however, when errors are unavoidably made in weighing, counting or packing conducted in compliance with good commercial practice but these tolerances require that the variation must as often be above as below the real quantity. Allowances are also made for evaporation in the making of shipments from one locality to another and it is possible that the Depart-

ment will allow for evaporation in certain foods.

Molasses As a Stock Feed.

Molasses is the liquid residue from the manufacture of sugar, whether cane or beet. It also may be a product of the juice of either corn or sorghum stalks, but these syrups are not of very great importance to live-stock feeders, as they are rarely available for feeding purposes.

Molasses has long been fed to almost all classes of live-stock in the Southern states, but it was not until the advent of the sugar beet industry that it became well known and popular in the North.

Like all new things, it was considerably overdone in many sections, and one or two unprofitable attempts to make molasses take the place of grain, caused many feeders to abandon its use. This was unfortunate for these men, because it prejudiced them against the use of one of the most valuable feeds procurable.

Molasses is of value for cattle of all classes, horses, sheep and swine. While it possesses a considerable food value, its chief virtue lies in the fact that the sugar makes all kinds of feed more palatable, and induces the animals to eat more feed and cheaper feed.

Animals are much like human beings in their eating. They nibble and grow thin with feed troughs full of nutritious feed, if it does not appeal to their appetite. But, if the feed is fresh and tasteful, they will eat all you put before them, and it is this extra feed that brings the profit.

The chief mistake made by the early feeders of molasses was their custom of placing it before the animals in a tub and permitting them to eat what they would. This positively should not be done with any class of live-stock. It smears them up with the molasses, attracts flies in myriads, leads the animals to eat too much molasses and too little roughage, and almost invariably throws them off feed.

In feeding molasses, the feeder should bear in mind the fact that it is more valuable as an appetizer than as a feed. Look on it as just as necessary as salt, but to be fed with the same care. If it can be purchased in barrel lots from a sugar factory within wagon haul, it will undoubtedly pay to feed it to all classes of stock. It should be sprinkled on the feed or roughage for cattle, horses and sheep. For hogs it can either be sprinkled over the grain or mixed with the slop. It will not pay to have bulk molasses shipped in from a distance unless it can be bought and used in carlots, as the freight rate is prohibitive in many cases.

Where there is no sugar factory in your neighborhood, it usually will be more profitable to purchase a good reliable ready-mixed feed, which contains the right amount of molasses or other sugar product to make the entire ration appetizing. There are excellent feeds of this character on the market, and their success in increasing milk flow and meat production is due largely to their correct proportions of grain and molasses.

Most of them are intended to be mixed with other grains or with silage and chopped hay. The sweet taste makes the stock eat the whole ration with eagerness, and frequently turns a loss into a substantial profit. These sweet feeds are claimed to keep the animal in perfect condition because of the slight amount of salts in the molasses, and the result is a perfect coat and perfect condition at all times.

Feed Manufacturers Meeting.

Co-operation and a general expression of harmony both in the trade and out of it were the keynotes of the sixth annual convention of the American Feed Manufacturers Ass'n from the opening address of Pres. G. A. Chapman to the transaction of the final items of business. The two day's sessions, May 22 and 23, were held at the Auditorium Hotel at Chicago and were attended by the largest and most interested delegations of any meeting yet held by the ass'n.

The convention was opened by Pres. Geo. A. Chapman at 11:20 a. m. May 22 with a short address of welcome and general suggestions beneficial to the trade. Like the others who followed him Pres. Chapman made a plea for a greater interest in the ass'n and for harmony. He showed that the early history of the ass'n had been one of evasion of feed control officials, of adulterations and misbrandings of the output, and of numerous other practices not now welcomed by the trade and how in the past few years the sentiment was fast becoming one of co-operation with the officials in an endeavor to raise the business to a high standard and to eliminate unbusinesslike practices.

In his report Sec'y Brown laid most stress upon the progress and activities of the ass'n during the past year, informing the members of the copyrighting of the "Digest of Feed Laws" drawn thru the efforts of the ass'n in co-operation with feed control officials. According to Mr. Brown the ass'n now has 98 members, which, while a considerable increase, is not what it ought to be and what it will be when the present membership co-operates earnestly to increase membership.

The report of the treasurer showed a balance of a little over \$7. The report of the definitions com'te favoring the definitions as outlined by the Feed Control officials was adopted.

Sherman T. Edwards, chairman of the executive com'te, presented the following report:

Report of Executive Com'te.

Owing to the many complaints filed by members regarding the irregularity of the quantity of fibre in the cotton seed meal, the failure to pack same in sound heavy weight bags, many times causing a shortage by sifting, also the irregularity of the weight of the package, your com'te appointed a sub-com'te to file a protest with the Cotton Seed Crushers' Ass'n. This sub-com'te has prepared a resolution which your Executive Com'te presents to this meeting for such action as you desire.

Your com'te has recently received a copy of a set of rules governing the grading and also the purchase and sale of alfalfa meal, formulated by the National Alfalfa Millers Ass'n. Your Executive Com'te recommends a thorough discussion of the rules and grading and has requested the President of the National Alfalfa Millers' Ass'n, Mr. Otto Weis, who is also a member of this ass'n to submit them for your consideration.

Your Executive Com'te recommends the adoption of the definitions of feeding stuffs recommended by the Ass'n of Feed Control Officials of the United States. This resolution will be presented by Mr. F. A. McLellan, Chairman of the Definition Com'te.

Your com'te recommends the adoption of a resolution approving the net weight amendment to the Food and Drug Act including in this resolution that the rules governing the transactions between members on different commodities contain rules in conformity to the net weight law.

Your Executive Com'te has received many requests from members asking that the ass'n adopt a uniform sales contract which will eliminate as much as possible some of the abuses which have been brought to light in reference to the sale of goods under a blanket contract guaranteed against decline. Your Executive Com'te does not feel justified in recom-

mending any definite action in this matter with the exception of the passage of a resolution condemning the practice.

Your com'te recommends the passage of a resolution condemning the misrepresentation and frauds which have been reported in different ways to your officers.

With the change of the time from May to June of each year for the annual meeting of the ass'n, the new constitution and by-laws as drafted by the executive com'te were accepted without a dissenting vote.

The resolutions provoked some informal discussions at the time of presentation but were left for final disposition till the following day. They were as follows:

RESOLUTIONS.

WHEREAS, The feed manufacturer in his use of cottonseed meal finds, owing to the requirements of various state and the national laws, that his purchases must be made upon a basis which will give him more accuracy in the compounding of his own product; and

WHEREAS, It is necessary for the manufacturer or jobber to buy his raw materials on the same basis upon which these laws compel him to sell his finished product; and

WHEREAS, Of late great non-uniformity has been in evidence, particularly in fibre content, in the weight at which the meal has been originally packed, and great loss by leakage, due to inferior quality, light weight or second-hand bags; and

WHEREAS, We believe that many fines, assessed against feed manufacturers because of high fibre analysis of their mixture, were due to the high fibre content innocently used in such mixtures; therefore

RESOLVED, That it is the sense of this meeting that members of this Ass'n should, as far as possible, confine their purchases of cottonseed meal to such crushers or jobbers as will sell their product upon guarantees of the maximum of crude fibre as well as the minimum of crude protein and crude fat; who pack their meal in new jute bags of not less than 10-ounce cloth, and who pack uniformly 100 pounds net to the package—said packages to be either plainly branded or tagged with a minimum guarantee of fibre, and the net weight of contents, together with name and address of manufacturer or party responsible for placing the product on the market.

WHEREAS, The Congress of the United States has enacted an amendment to the Food and Drug Act, commonly known as "The Net Weight Amendment," which is to be in full force and effect on and after September 3, 1914;

RESOLVED, That this meeting endorse the spirit of that legislation and recommend to its members a strict compliance therewith.

WHEREAS, The progress toward eliminating misrepresentation and fraud, which has been so marked since the organization of this Ass'n, has been interfered with during the past year by the following practices, viz.:

FIRST—By the use in hen size "scratching grains" of large quantities of very fine chick size grit, so fine that the fullgrown fowls do not pick it up, said grit designated on the package by the scientific name carbonate of lime rather than the common name limestone or marble grit, said quantity and character of grit constituting, in our opinion, an adulteration and said scientific name carbonate of lime because of its meaning being little known, in our opinion being used for the purpose of misleading the purchaser as to the true nature of the material, the fineness of the grit comparing to the grains of the mixture making it difficult for the eye to detect its presence.

SECOND—The use of oat clippings or clipped oat by-product in feed mixtures under the name of oat feed.

THIRD—The use of elevator chaff or similar materials under the name clipped oat by-product or oat clippings.

FOURTH—The use of barley chaff or similar materials under the name of oat clippings or clipped oat by-product.

FIFTH—The use of oat clippings and elevator corn cleanings in mixtures containing corn and oats under the name of corn, oats and their products; and

WHEREAS, It is the belief of this Ass'n that all misbranding or misrepresentation is an injury, not only to the guilty party, but is a distinct injury to the feed manufacturing business as a whole; and

WHEREAS, It is the duty of the membership of this Ass'n to use its influence to eliminate all misbranding or misrepresentation.

RESOLVED, That the above practices are hereby condemned and members of this Ass'n be urged to use their best endeavors to secure immediate discontinuances of said practice where known to exist.

AFTERNOON SESSION.

John Lind representing the United States Chamber of Commerce opened the afternoon session with an informal talk on the relation of the Chamber to the ass'ns that form its membership, of which the American Feed Manufacturers is one, and on its help to the ass'ns in their different lines of business. Prof. Elmer S. Savage of Cornell University, in his discourse on "The Attitude of the Teacher to the Mixed Feed Industry," aroused the keenest discussion if not the greatest interest of the entire convention. Prof. Savage took the attitude of the teacher in relation to his students. While he produced tables showing the energy value of a mixture prepared in his class work, he failed to convince the practical manufacturers that his mixture was equal to their product. The latter took the position that his ingredient values were assumed and would not produce the results he claimed, one of them suggesting that the best test would be an actual trial of his food in a dairy.

The work of the Inspection Official and the attending difficulties were explained by Dr. F. D. Fuller, La Fayette, Ind., a member of the Ass'n of Feed Control Officials of the United States. He outlined the mixed feed growth, the early practices, and the present growing co-operation of manufacturers and officials. He suggested certain innovations toward which the ass'n should work and advised the adoption of a uniform shipping tag and grading law. On this last phase, its manner of being secured and the attitude of the ass'n toward the legislatures, Hon. Lynden Evans, ex-Congressman, dwelt at considerable length.

J. W. Anderson, Kansas City, Mo., closed the day's session with a talk on "Co-operative Advertising." Mr. Anderson was enthusiastic over the efficacy of advertising and suggested that the ass'n levy a tonnage tax on outputs for this purpose.

Saturday Session.

The meeting was called to order at 9:30 a. m. and was plunged into a debate over the resolution relating to cotton seed meal as offered by the executive com'te. W. R. Reynolds, Charlotte, N. C., representing the Cotton Seed Crushers Ass'n, opposed the resolutions. He demonstrated to the convention as a cotton seed meal producer that the resolution was not feasible and absolutely would not be entertained by cotton seed men because the mixed feed was too small a business source. He assured the meeting that any specifications could be secured by private contract. In this assurance the members voted to table the resolution, thus ending the debate. Members of the convention held that the requirements could be met by the cotton seed industry as easily as new conditions could be in any other industry, but were content to accept the sentiment of the meeting by tabling the resolution. A com'te will later be appointed to draw up a uniform contract which members can follow in making private agreements. The other resolutions were adopted excepting the one relating to chicken feed, which was also tabled

after an argument raised by Otto Weiss, Wichita, Kans., as to whether grit was an adulterant and should be marked on the tag.

The official grades for alfalfa meal as adopted by the National Alfalfa Millers Ass'n at their meeting on May 11 of this year were adopted by the ass'n with slight changes. The rules governing the trade were rejected after a lengthy discussion, but only after a compromise com'te had been appointed to consider the drawing of rules, also the adoption of the Haywood color scheme for the grading of alfalfa. The grades as adopted are as follows:

OFFICIAL GRADES.

Choice Alfalfa Meal shall be milled from whole Alfalfa Hay and choice green color, properly cured, free from foreign grasses, sound and sweet with pronounced alfalfa fragrance, and contain not less than 12 per cent protein and 1 per cent fat, and shall not contain to exceed 11 per cent of moisture, and be packed in new bags, 100 pounds net weight.

No. 1 Alfalfa Meal shall be milled from whole alfalfa hay and a fair green color, sound and sweet, with pronounced alfalfa fragrance, and be free from foreign grasses and shall contain not less than 12 per cent protein and 1 per cent of fat, and shall not contain to exceed 11 per cent of moisture and be packed in new bags, 100 pounds net weight.

No. 2 Alfalfa Meal shall be milled from whole alfalfa hay and a greenish color, sound and sweet, shall be reasonably free from foreign grasses and shall contain not less than 12 per cent of protein and 1 per cent of fat, and shall not contain to exceed 11 per cent of moisture, and be packed in new bags, 100 pounds net weight.

No. 3 Alfalfa Meal shall be milled from whole alfalfa hay and a brown color, but must be sweet and sound and may contain a percentage of foreign grasses, but shall contain not less than 10 per cent protein and shall not contain to exceed 12 per cent of moisture and be packed in new bags, 100 pounds net weight.

G. E. Patterson, Memphis, Tenn., presented a resolution disapproving the making of long term contracts with guarantee against loss which invariably favors the buyer. The resolution was adopted.

The convention closed upon the adoption of the nominating com'te's report. The following are the new officers: Geo. A. Chapman, pres.; M. C. Peters, 1st vice-pres.; J. C. Reed, 2nd vice-pres.; J. J. Ferguson, 3rd vice-pres.; W. R. Anderson, treas.; L. F. Brown, sec'y., and S. F. Edwards, J. H. Genung, H. G. Atwood, Chas. A. Krause, J. W. Anderson, Chas. Staff, C. P. Wolverton, W. A. Reynolds, R. W. Chapin, F. A. McLellan, O. E. Kellar, C. U. Snyder, H. A. Abbott, H. C. Joehnk, G. E. Patterson, directors.

Business, however, was not the only feature of the convention, for it is certain that all in attendance went home praising the efforts of the entertainment com'te under C. U. Snyder. Social events from the luncheon for ladies in the Fountain room at Marshall Field & Co., the men's luncheon at the Auditorium, to the automobile ride and visit to the National League ball park to witness a big league ball game, were thoroughly enjoyed. At the theater party and cabaret entertainment at the close of the first day about 140 members were present.

In Attendance.

Among those present were: H. A. Abbott, representing the Albert Dickinson Co., Chicago; J. W. Anderson, Kansas City, Mo.; W. R. Anderson, Milwaukee, Wis.; H. G. Atwood, Chicago; D. A. Badenoch, Chicago; R. T. Benedict, Chicago; F. W. Brode, Memphis, Tenn.; F. J. Bryan, Chicago; E. J. Butler, Chicago; Chas. D. Carlisle, Kansas City, Mo.; H. Casaday, Boulder, Colo.; Robert W. Chapin, Hammond, Ind.; H. G. Cherry, Kansas City, Mo.; A. B. Conkey, Cleveland, O.; J. T.

(Continued to page 857.)

Grain Trade News

ARKANSAS.

Stuttgart, Ark.—M. S. Core is one of a com'te appointed by the Chamber of Commerce to investigate the proposition of establishing a rice mill here.

Arkadelphia, Ark.—The Arkadelphia Mfg. Co. has let contract for a new warehouse and elvtr. building combined and for an addition to its mill. The buildings will be of steel covered with concrete and brick and will be fireproof. They will cost \$20,000.

CALIFORNIA.

San Francisco, Cal.—New members of the Grain Trade Ass'n are Jos. Schweitzer, Thos. Alton and Max Wolf.

Ventura, Cal.—The Southern Pacific Mfg. Co., operating grain warehouses in the counties of Monterey, San Luis Obispo and Ventura, Cal., has filed an application with the Railroad Com'n asking authority to charge a rate of 15c per ton for loading grain and grain products on cars from its warehouses.

CANADA.

Fort William, Ont.—The N. M. Patterson Grain Co. has bot 13 of the Saskatchewan elvtrs. of the Royal Grain Co. of Winnipeg.

Medicine Hat, Alta.—The Maple Leaf Mfg. Co., Ltd., of Winnipeg, will start work on the big plant it will build here at once. A large concrete elvtr. is included in the plans.

Toronto, Ont.—A resolution in favor of seaboard inspection of Manitoba grain was discussed at a recent meeting of the grain interests of the Board of Trade and was disapproved by them.

Transcona, Man.—The work of straightening the big tanks of the Can. Pac. Ry. Co. that tipped part way over on Oct. 18, 1913, is steadily advancing, and the company hopes to have them on a new foundation and in working order by fall.

Aylesbury, Sask.—We are installing an additional leg, goose neck and direct spout and making other improvements at our elvtr. in order that grain may be handled a great deal more satisfactorily.—Lumsden Mfg. & Grain Co., Ltd., Lumsden.

Medicine Hat, Alta.—The Lake of the Woods Mfg. Co. will take possession of the plant recently bot of the Medicine Hat Mfg. Co., June 1, and will start improvements at once. All of the new elvtrs. to be built by the Lake of the Woods company will be of concrete.

Regina, Sask.—"The Cost of Marketing Canadian Grain," was the subject discussed by A. F. Mantle, deputy minister of agriculture for Saskatchewan, at the regular meeting of the Board of Trade May 12. Mr. Mantle went into details showing the various charges, and estimated that the cost of sending a bu. of wheat from this province to Liverpool was practically 35c.

Montreal, Que.—Complaints of the Montreal Corn Exchange regarding rates and other facilities at the Grand Trunk Elvtr. here will be taken up by the Board of Grain Com's'ners at a special meeting to be held May 28. There are two matters to be brought before the board by the Corn Exchange. First is an application for an order disallowing the tariff of the Montreal Warehousing Co. Complaint is made by the grain interests that the tariff at the elvtr. was advanced some time ago and they ask that the company be ordered to return the rates to those in effect prior

to August, 1912. An order is also asked abrogating the charge for loading grain on cars out of the elvtr.

Montreal, Que.—The Harbor Com's'ners will use the \$15,000,000, for which they have asked parliament, in developing the harbor and terminals to the extent of making this one of the greatest ports of the world. If the request is granted the com's'ners propose to build a 1,400,000-bu. addition to Elvtr. No. 1 which would give it a total capacity of 3,900,000 bus. and make it the largest seaport elvtr. on this continent; to make 250 ft. additions to the three central piers to facilitate the unloading of grain, and to remodel the Victoria Pier so that it will have a low level of 2,700 ft. and a high level of 4,800 ft. A new pier No. 1 is also included in the plans, as are new locks at the Lachine Canal.

COLORADO.

Limon, Colo.—We expect to remodel our elvtr. and install a bean cleaner and automatic sacker.—Russell Gates Merc. Co., per F. D. Phelps.

Denver, Colo.—We have succeeded the Summit Fuel & Feed Co. and have moved into larger offices in the Railway Exchange Bldg. We are also installing corn meal machinery in our elvtr. and will probably put in a bean handling outfit later.—F. D. Phelps, Summit Grain & Coal Co.

ILLINOIS.

Princeton, Ill.—The Farmers Elvtr. Co. is building an elvtr.

Minonk, Ill.—C. B. Lowe has resigned as mgr. of the Farmers Elvtr. Co.

Laura, Ill.—The Davis Grain Co. has built an addition to its lumber sheds.

Ogle, Ill.—R. A. Newell is repairing his elvtr. and installing a Challenge Dump.

Manteno, Ill.—The Farmers Elvtr. Co. has improved its elvtr. and painted the house.

Neponset, Ill.—Work is steadily progressing on the new elvtr. of the Farmers Grain Elvtr. Co.

Bruce, Ill.—R. C. Parks will not rebuild his elvtr., burned Jan. 25, until the corn crop is ready.

Woodson, Ill.—The elvtr. of Beggs & Lewis is being remodeled and the capacity will be increased.

Alexis Jct. (Monmouth p. o.), Ill.—Ed Boggs has bot the elvtr. of the Ed Metzger Co. at this station.

Burgess, Ill.—We expect to install a motor in the elvtr. before the season is over.—Center Lbr. Co.

Cissna Park, Ill.—The Cissna Park Grain & Coal Co. has repaired its driveway and dump, installing a Challenge Dump.

Grant Park, Ill.—The Farmers Elvtr. Co. has started its new iron-clad elvtr., which will be operated by electric power.

Joliet, Ill.—Arguments for the estate of the Truby Grain Co. have been resumed before Referee in Bankruptcy Sprague.

Rio, Ill.—David De Forest De Witt, mgr. of the Farmers Elvtr. Co., was recently married to Mrs. Pearl Lowman Murray.

Panola, Ill.—The new elvtr. of the El Paso Farmers Elvtr. Co. is nearly completed. It will replace the house recently burned.

Palestine, Ill.—Mr. Welton of Colorado has bot the elvtr. of C. Wilson and will operate it himself. The price paid is given as \$6,000.

Decatur, Ill.—The A. E. Staley Mfg. Co. will open all depts. of the starch plant May 25, operating with a full force.

Atkinson, Ill.—Leslie Kistinger is reported to be the new mgr. for the Farmers Elvtr. Co. He will take charge in July.

Hilltop, Ill.—We have recently purchased the elvtr. of F. C. Wilson on the C. & A. R. R.—Edwin Beggs, Pres. Central Illinois Grain Co.

Windsor, Ill.—Munson Bros. have changed their plans and will not tear down their old house and rebuild till after wheat and oats are in.

Lynn Center, Ill.—Roberts & Anderson have overhauled their elvtr., building a new driveway and installing the Reversible Challenge Dump.

Highland, Ill.—We are building a concrete warehouse 32x80 ft. which will be fire and vermin proof in every way.—Highland Mfg. Co.

Cortland, Ill.—I expect to install a 75 or 80-h. p. slow speed steam engine in my elvtr. this summer to run the feed mill machinery.—O. L. Colton.

Monticello, Ill.—W. C. Wood, who has been connected with the Finson-Beal Elvtr. Co. here for four years, has left the service of the company.

Menert sta. (Tremont p. o.), Ill.—I have bot the elvtrs. of the F. J. Davis Grain Co. at this station and at Tremont and am now operating them.—S. A. Hayward.

Bellflower, Ill.—The W. T. Bradbury Co. suffered a partial loss to their office by fire May 21st, but the elevator was not damaged, covered by insurance of \$150.

La Rose, Ill.—The Davis Grain Co. will use its old office building for a seed house and will move the scales to the east side of the new office which is nearly completed.

Bloomington, Ill.—Geo. E. Traut, inspector for the Grain Dealers Fire Ins. Co., has an 8-lb. boy which he has named Charley after Secy. McCotter of the home office.

Cairo, Ill.—The outlook for a great crowd at the Illinois Grain Dealers Convention June 2 and 3 is very promising, according to one who is calling upon the members thruout the state.

Manito, Ill.—The office of the Turner-Hudnut Co. was one of the buildings destroyed in a midnight fire May 11, that swept the business part of the town. The grain company places the loss at \$600.

Eldena, Ill.—Clarence Kalebaugh, formerly mgr. for the B. P. Hill Grain Co., who was recently charged with the embezzlement of \$800 of the company's funds, has been held to the grand jury under bonds of \$500.

Milford, Ill.—I sold my elvtr. to J. G. Holderman of Frankfort, Ind., who has had considerable experience in the grain business in Central Illinois and is a gentleman in every respect.—L. T. Hutchins, Sheldon.

Wendell sta. (La Moille p. o.), Ill.—The Wendell Grain Co. elected the following officers at its recently annual meeting: C. H. Faber, pres.; Ed. Grosch, vice-pres.; Wm. P. Gross, treas. and Geo. Stamberger, Jr., Sec'y.

Winnebago, Ill.—Burglars, evidently angry at the lack of plunder they found in the office of the Winnebago Grain & Lbr. Co., broke the scales. Business was delayed for a couple of days while the scales were put into working order.

Seneca, Ill.—The 3 elvtrs. of the Seneca Grain, Lbr. & Supply Co. were sold at auction May 20. The new owners are: S. D. Holderman, at this point, the price being \$1,190; M. T. Welsh at Langham, price \$1,800, and G. H. Weitz at Stockdale, where the price was \$2,000.

Bird's Bridge (Minooka p. o.), Ill.—The empty safe in the office of the Joliet Grain Co. was blown open May 8 by burglars who evidently expected to make a big haul. Mgr. Chas. Michaels, however, does not think a safe a good place for money, and the yeggmen had their trouble for their pains.

Filson, Ill.—I have bot the elvtr. of Wm. Riley but the National Elvtr. Co. have a lease on it till Oct. 1. I will take possession then. I was in the elvtr. business years ago at Danforth and Potomac.—John C. Koehn.

Kasbeer, Ill.—The elvtr. of E. L. Brokaw, containing 500 bus. of grain, burned May 12; loss \$2,000; partly covered by insurance. The blaze is believed to have been due to lightning as it was discovered a few moments after a heavy thunder shower had passed. The elvtr. will not be rebuilt for the present.

Dana, Ill.—Mrs. C. G. Sauers and her daughter-in-law, Mrs. Bert Sauers, were instantly killed, May 23, when their automobile was stalled on the railroad tracks and was struck by the fast mail train. C. G. Sauers and son, operating an elvtr. here as C. G. Sauers & Son, and a friend who were also in the automobile, escaped injury.

Peoria, Ill.—C. H. Feltman has been appointed chairman of a special com'te of the Board of Trade to meet a com'te from the Chamber of Commerce to discuss the proposition of erecting a building to be used jointly by the two exchanges. Other members of the Board of Trade com'te are J. H. Ridge, L. H. Maury, F. W. Arnold and G. B. Bowman.

Marine, Ill.—Mr. and Mrs. J. F. Stuckwisch and a friend were instantly killed May 15 when their automobile was struck by a Clover Leaf passenger train near Kauffman, Ill. Mr. Stuckwisch was book-keeper for the Valier-Spies Mfg. Co. at this point. The automobile was completely demolished, and the bodies so badly mutilated that identification could only be made by means of the automobile license.

Pekin, Ill.—Mrs. John Mooberry recently brot suit against Sam Wagler to recover \$700 alleged to be due her for rent by John Gatlin, a tenant who sold the grain on the farm to Wagler. The courts decided, however, that Wagler was not responsible for the amount, as it was proved that during the life of John Mooberry Mr. Wagler paid Gatlin for the grain and Gatlin in turn paid Mr. Mooberry. It was supposed that the same rule held good now and Wagler paid to Gatlin, as usual.

Heman (Warrensburg p. o.), Ill.—Victor Dewein of Warrensburg is wrecking his old house and will build a 25,000-bu. elvtr. with concrete foundation on the site. The new house will be covered and roofed with galvanized iron and the equipment will include a 25-h. p. gasoline engine, No. 23 Western Sheller, No. 32 Gyating Cleaner, two stands of 13x7x7 elvtrs., steel spouting, well casing, direct loading spout, automatic shipping scale, rope transmission, and everything to make a complete plant. The Union Iron Works will furnish all the machinery. The Decatur Construction Co. has the entire contract and will complete the elvtr. by July 10. The plans also include a cement engine room and brick cob burner.

CHICAGO NOTES.

After a 5 weeks' illness, Pres. Canby is again on change.

Frank Alstrin has succeeded R. I. Mansfield as mgr. on the Board of Trade for Finley Barrell & Co.

Austin & Rait of New York City, notified Sec'y Merrill of the Board of Trade, May 11, to have all their open trades in grain closed on that date.

A cargo of Canadian oats arriving May 17, has missed grade, inspecting No. 4 white on account of a heavy mixture of wheat, barley and wild oats.

The 65,000-bu. concrete elvtr. of Keelin Bros. has been completed, and, altho not a large elvtr. for this market, it is up-to-date in every particular. The Macdonald Engineering Co. had the contract.

Creditors of W. A. Fraser & Co. have been notified by Sidney C. Eastman, referee in bankruptcy, that a meeting will be held May 29, in his office in the Monadnock Bldg., Chicago, to hear the final report of Oscar E. Williams, receiver.

The new storage tank annex of the Fleischmann Malting Co. has just been completed by James Stewart & Co.

Friends of Otto Waitzmann with Rosenbaum Bros. are congratulating him. He was married May 16 to Mrs. Georgia W. Stonehouse.

Walter L. Roloson, pres. of Roloson & Co. was seriously injured May 18, when he was knocked down by a street car and dragged for some distance. He is reported to have suffered a concussion of the brain.

The Farmers Grain Dealers Ass'n of Illinois will have a hearing, May 27, before the state public utilities com'n for the purpose of making plans to put the grain inspection dept. on a paying basis. The meeting will be held in this city.

Robert Carder who has been engaged in the cash grain business for years and E. L. Hitch, who is also well acquainted with the trade have formed a partnership and will operate as Hitch & Carder. The new company has opened an office in the Insurance Exchange Bldg.

Frank H. Brown and James Evans have applied for membership in the Board of Trade; A. R. Roberts, Malcolm E. Greenleaf, W. J. Scott and R. R. McConnell were admitted to membership, and Ed. Cahill posted his membership for transfer. Memberships are quoted at \$2,200 net to buyer.

CHICAGO CALLERS: J. J. Fitzgerald, Grain Dealers Fire Insurance Co., Omaha, Neb., office; T. M. Van Horn, inspector Millers Mutual Fire Insurance Co.; Geo. E. Traut, inspector Grain Dealers Fire Insurance Co., Bloomington, Ill.; I. C. King, Grain Dealers Fire Insurance Co., Indianapolis, Ind., office.

The permanent organization of the "Ass'n of Non-Resident Members of the Board of Trade of Chicago" was effected at a meeting held at the La Salle Hotel, May 9 and a constitution and by-laws were adopted. Directors were elected to serve until the 1st. annual meeting which will be held in February, 1915, the following being named: W. A. Worth, Pontiac, Ill.; R. J. Whitney, Carroll, Ia.; R. W. Searles, Buffalo, N. Y.; S. E. Squires, Des Moines, Ia.; H. D. McCord, Minneapolis, Minn.; G. W. Cole, Peoria, Ill.; Geo. H. Hubbard, Mt. Pulaski, Ill and W. A. Long, Quincy, Ill.

The vote on the proposed amendment to the rules of the Board of Trade making delivery of grain in car lots the last 3 days of any month possible will be taken on May 26. The rule provides for the delivery of grain in cars inspected the last 3 days of any month under certain conditions, and it is understood the railway receipts issued against the grain will be transferred practically in the same manner as warehouse receipts. The grain must be within the Chicago switching district, and the grain billed to some regular elvtr. The amendment will help shippers who have grain in the city when the expiring current month commands a premium. This is the amendment recently requested by a com'te from the Western Grain Dealers Ass'n.

The old time firm of the Geo. H. Sidwell Co. after 45 years of activity in the grain trade was dissolved when plans for the consolidation of its interests with the recently created "cash grain" dept. of Logan & Bryan were made. Geo. A. Wegener, for many years vice-pres. of the Sidwell company, will be mgr. of the dept. while John L. Leonard, sec'y of the company, Fred D. Stevers, oat specialist, and P. H. Eschenburg its barley expert will also be added to the Logan & Bryan forces. Mr. Eschenburg announces that he will still be represented by Wm. E. Justice. All open trades of the old company were closed and the consolidated interests will soon be working under the new arrangement in new offices on the ground floor of the Board of Trade adjoining the present quarters of Logan & Bryan.

We are indebted to Sec'y J. C. F. Merrill for a copy of the 56th annual report of the Board of Trade and as usual it is a reliable and interesting compilation of

valuable statistics and facts about the Chicago market. The reports of the officers, com'tes and depts. are given in full together with a list of the present officers, com'tes and members, as well as a list of all officers since its organization and the officers and com'tes serving in 1848 on the first board of the exchange. The receipts and shipments of grain, detailed statistics of all trade and commerce with daily current prices and general statistical statements covering exports and imports of grain, etc., of the state and the U. S. are included in the volume. The appendix contains a full and complete copy of the rules, by-laws and regulations of the Board of Trade and also the rules governing the state inspection of grain in force April 1, 1914. All elvtrs. in the city, together with the name of owners and operators, are listed.

INDIANA.

Centerton, Ind.—We will not rebuild our elvtr. burned Aug. 12, 1913, nor re-enter the grain trade.—Joshua Rothrock.

Winslow, Ind.—We have decided not to make improvements this year altho we had planned to do so.—Winslow Mfg. Co.

Horton, Ind.—F. T. Hinshaw & Son, who have an elvtr. on the Monon at Nora are bldg. a 10,000 bu. elvtr. here on the Monon.

Francisville, Ind.—Work has been started on our new elvtr. L. J. McMillin has the contract.—Melville Maxwell, mgr. Farmers Elvtr. Co.

Connersville, Ind.—Philemon B. Wood, who was prominent in the grain and elvtr. business for over 50 years, died recently at the age of 84.

Sheldon, Ind.—The Farmers Equity Exchange will build an elvtr.—A. P. Henry, sec'y Farmers Equity Exchange, R. F. D. No. 10, Fort Wayne.

Burnettsville, Ind.—The Burnettsville Elvtr. Co. is making some repairs and will paint its elvtr.—Loughry Bros. Mfg. & Grain Co., Monticello.

Peru, Ind.—The report that our elvtrs. was being dismantled is incorrect. Instead of dismantling them we are making extensive improvements.—The Canal Elvtr. Co.

Rolling Prairie, Ind.—We have bot the elvtr. of A. P. Bailey and will operate as Bassett & Loomis, and will repair it, installing corn sheller and drag.—Clark Bassett.

La Fayette, Ind.—Our business was almost ruined last year by the floods which took out the bridges and sent the business elsewhere.—J. T. Higgins of J. T. Higgins Grain Co.

Montpelier, Ind.—The Arnold & Nelson Elvtr. Co. is making improvements in its plant and will install motors for power. A new storage addition will also be erected and a new grinder put in.

Evansville, Ind.—J. Damron, alleged to have swindled farmers of this vicinity out of \$10,000, has been deprived of the use of the mails thru a fraud order issued by the government post office dept.

Saratoga, Ind.—John W. Owens, formerly owner of the elvtr. of John W. Owens & Son, died recently from a stroke of apoplexy. Mr. Owens was in the grain business at Stone Sta. before coming here.

Wolcottville, Ind.—We will build an up-to-date, 15,000-bu. elvtr. to replace our house burned May 11, and will equip it with the latest machinery. It will probably be of steel construction.—Wolfe Bros.

Muncie, Ind.—Chas. E. Maloney, formerly of Pennville, died recently at the age of 54. He was interested in the Eastern Indiana Grain Dealers Ass'n at one time and has been in the grain business here for a number of years.

Wolcottville, Ind.—The elvtr. of Wolfe Bros. was struck by lightning at 5:30 a. m., May 11, and is a total loss, with 60% insurance. The house will be rebuilt. The office building containing the books and records of the company was saved.

Yeoman, Ind.—We are raising the cupola and putting in a new dump here.—Loughrey Bros. Mfg. & Grain Co., Monticello.

Pendleton, Ind.—Taylor & Brown have placed iron roofing and siding on their office and warehouse attached to elvtr., thus making it iron clad and earning a much lower rate of insurance. Their remodeled plant is a great improvement over their old house.

Goshen, Ind.—The American Hay Co. has been incorporated with a capital stock of \$10,000 by H. E. Johnson, R. R. and C. B. Rockwell. Mail addressed to the Interstate Hay Co., of which Homer E. Johnson was gen. mgr., has recently been refused delivery by the Post Office Dept. under a fraud order.

Peru, Ind.—Our recent fire was not in the elvtr. but started in the hay shed and spread to the straw barns and large stalls. Three head of horses, a number of sets of harness, besides the hay and straw, were destroyed. We carried no insurance on these buildings, which were located about 60 ft. from the mill—Peru Mfg. Co.

Baldwin, Ind.—The report that Bert Levy of Fort Wayne has bot the elvtr. formerly operated by the Farmers Elvtr. Co. is an error. We bot the elvtr. of the Baldwin Grain, Produce & Supply Co., which was a farmer's corporation, last January, and have since made a good many improvements in the elvtr.—Nathan Grain Co.

INDIANAPOLIS LETTER.

David B. Darrell, John F. Looney, David P. Williams, Paul J. Hawkins, and H. F. Houghton have been admitted to membership in the Board of Trade.

The Board of Trade retired an additional \$3,000 worth of its preferred stock at its recent monthly meeting and adopted a resolution opposing the creation of an interstate trade com's'n as has been recommended.

The inspection dept. of the Board of Trade has added a line to the inspectors' ticket, which, when properly checked, indicates whether the car was loaded light, medium or heavy when received, making a perfect check on the car. The ticket is tacked to each car of grain reaching this market by the inspector handling it.

IOWA.

Albert City, Ia.—The Farmers Elvtr. Co. has remodeled its elvtr.

Waukon, Ia.—Work is progressing rapidly on the new elvtr. of F. H. Nagle.

Malcom, Ia.—Work has been started on the new lumber sheds of the Farmers Elvtr. Co.

Whittemore, Ia.—The new 30,000-bu. elvtr. of the Farmers Elvtr. Co. will cost \$6,000.

Brooklyn, Ia.—The new elvtr. of the Brooklyn Lbr. & Grain Co. has been completed.

Logan, Ia.—The Farmers Merc. Co. will build an elvtr. before harvest, according to report.

Des Moines, Ia.—Taylor & Patton are now operating the terminal elvtr. recently leased by them.

Alton, Ia.—The Farmers Elvtr. Co. has built an addition to its cupola and installed new machinery.

Sherwood, Ia.—L. J. Mighell painted his elvtr., put it on a new foundation and improved the driveway.

Inwood, Ia.—A. D. Erickson has bot the "East" elvtr. He was formerly mgr. for the Farmers Elvtr. Co.

Sac City, Ia.—Lloyd H. Adams has succeeded R. S. Lane as mgr. for J. B. Adams, who is his father.

Dayton, Ia.—Ed. Sellstrom, mgr. of the Farmers Elvtr. Co. has bot a number of lots and will build a home.

Fort Dodge, Ia.—E. W. Wagner & Co. will open a grain office here as soon as suitable quarters can be found.

Ortonville (Waukegan p. o.), Ia.—The elvtr. of Wright & McWhinney at this station is reported wrecked by a windstorm.

Pacific Junction, Ia.—The Nebraska-Iowa Grain Co. is overhauling its elvtr. installing a Fairbanks Dump Wagon Scale.

Dickens, Ia.—C. M. Varney is overhauling his elvtr. and installing new machinery furnished by the American Supply Co.

Wellsburg, Ia.—John Tjaden is building a 24x32x20 warehouse addition to his elvtr., which increases its storage capacity 12,000 bus.

Bedford, Ia.—The foundation for the new elvtr. of A. A. Leet is almost finished and he expects to have the elvtr. completed by June 15.

Nora Springs, Ia.—The Farmers Elvtr. & Supply Co. will build new coal sheds here and will remodel its elvtr. at Nora Junction.

Kanawha, Ia.—N. H. Veldhouse has taken possession of the elvtr. recently purchased by him and will move his family here June 1.

Northwood, Ia.—We expect to make some improvements in our elvtr. in the near future.—L. A. Seelman, mgr. Farmers Co-operative Co.

Davenport, Ia.—The Purity Oats Co. has increased its capital stock from \$200,000 to \$500,000 and will build a new corn mill at a cost of \$60,000.

Sioux City, Ia.—The Gould Grain Co. of Minneapolis, Minn., will open a branch office in the Boyce-Greely Bldg. with W. N. Harrington as mgr.

Des Moines, Ia.—Lee Lockwood of the B. A. Lockwood Grain Co., who recently broke his arm while cranking his automobile, is again at his desk.

Aredale, Ia.—The foundations for the new elvtr. of the Farmers Co-operative Society have been completed and work on the superstructure is being rushed.

Pomeroy, Ia.—The Farmers Grain Co. had a small fire in the engine room, May 18, but quick work kept it from spreading, and little damage was done.—W. Westphal.

Sioux City, Ia.—S. E. Trask, formerly mgr. of the office of the McCaull-Dinsmore Co., here, will have charge of our office.—Longnecker & Flanagan, correspondents for Ware & Leland.

Mondamin, Ia.—C. A. Wills formerly agt for the Updike Grain Co. at this station, has been declared insane by the county board and has been taken to the Clarinda hospital for the insane.

Dion sta. (Hartley p. o.), Ia.—The elvtr. at this station has been closed for this season, but grain will be loaded at that point by J. K. Andrews of Max sta. (Sanborn p. o.), if farmers will notify him at Max.

Panora, Ia.—The roof has been placed on the new elvtr. of the Farmers Elvtr. Co. and work on the interior is being rushed. The house, which replaces the one burned Feb. 6, will be put into operation at an early date.

Blairtown, Ia.—The Blairtown Grain Co. has been organized with a capital stock of \$15,000. A. J. Wilson, Henry Siek, O. L. Radeke, H. J. Grunewald, F. W. Ferman, M. F. Bruce and Henry Frantzman are directors.

Osage, Ia.—The Osage Grain & Supply Co. has completed arrangements for the purchase of coal sheds of the Gt. Western Elvtr. Co. When the company bot the elvtr. last winter, it only took an option on the coal sheds.

Granger, Ia.—The sales of the elvtr. properties of the Hanley estate to the Farmers Elvtr. Co. at this station and to the Beaver Valley Mfg. Co. at Herold, have been annulled by the courts, the price paid being considered too small.

Galva, Ia.—I have succeeded Wm. Kelly as mgr. for J. B. Adams. Mr. Kelly has gone to his home in Blair, Neb., and my place with the Trans-Mississippi Grain Co. at this station has been filled by G. R. Sprague, who is now mgr.—J. F. Voss.

Otho, Ia.—Wm. H. & J. W. Martin of Vincent bot the elvtr. of the Farmers Elvtr. Co., May 4, at public auction, paying \$2,950. The house will be operated under the name of J. W. Martin.

Denison, Ia.—Officers of the recently organized Farmers Co-operative Society are J. P. Woodruff, pres.; H. J. Cook, vice-pres.; Jacob Weiss, treas., and T. O. Harvey, sec'y. A com'te has been appointed to select the site for the new elvtr.

Treynor, Ia.—Chas. Hammer, while working with the belts around the drive shaft of the engine in his elvtr., May 16, was caught in the belt and narrowly escaped serious injury. He was, however, only bruised and is slightly lame as a result of the accident.

Anamosa, Ia.—Henry Nordman, who has been attempting to obtain money from grain dealers in various markets on forged Bs/L, fired a bullet into his brain, May 13, dying instantly, when the sheriff tried to arrest him on the street here. The charge against him was forgery.

Webster, Ia.—John R. Brown of Onawa is the purchaser of the elvtr. of the Trans-Mississippi Grain Co. at this station and will take possession June 1. He is auditor for the company and will probably retain that position, leaving John Kelly, who has managed the house for 16 years, in charge of the elvtr.

Farragut, Ia.—Ross Lamb, employed in the elvtr. of H. G. Loonan, was badly burned in a gas explosion in the engine room, May 5. The gasoline engine was not working right and Lamb removed the spark plug and poured in a little gasoline. He then tested the spark plug which was evidently not the cause of the trouble, as the escaping vapor was ignited by the "spark" and exploded. Lamb was burned severely on the face and arm.

Sioux City, Ia.—A composite picture of the business carried on by the grain dealers at this market and the importance of that business in the commercial life of the city, is given in an 18-page booklet, edited by the publicity com'te of the Board of Trade, composed of J. C. Mullaney, H. J. Hutton and C. C. Flanagan. The booklet contains clear and concise information in regard to the exchange's inspection and weighing depts. and its system of keeping a record of all car seals. Pictures of the elvtrs. of the city, the Board of Trade Bldg and the banks of the town give the reader an idea of the facilities of the market and the list of firms operating under the rules and regulations of the exchange, will advise him to whom to consign grain when shipping here.

KANSAS.

Beardsley, Kan.—The Shannon Grain Co. is repairing its elvtr.

Ellis, Kan.—McLeod & Hutchinson are out of business at this station.

Dresden, Kan.—S. D. Taylor has sold his elvtr. to J. B. Jennings and G. W. Roller.

Morganville, Kan.—The Farmers Elvtr. Co. has increased its capital stock to \$5,100.

Ozawie, Kan.—The Farmers Elvtr. Co. will install an Englehart Spout Holder and Loader.

Inman, Kan.—The Enns Mfg. Co. is building a new brick warehouse, 35x100 ft. to cost \$4,000.

Cairo, Kan.—E. B. Setton has purchased the Miller Grain Co.'s elvtr., taking possession May 15.

Lost Springs, Kan.—I have succeeded J. A. Coffman as mgr. for the Farmers Union, No. 385.—F. C. Cook.

Robinson, Kan.—It is reported that farmers of this vicinity will build an elvtr.—J. H. Pauly, Purcell.

Russell, Kan.—The Russell Mfg. Co. is making extensive improvements and installing new machinery.

Turon, Kan.—A. E. Dickher will succeed me as mgr. for the Turon Elvtr. & Merc. Co. June 1.—W. Hutchins.

Garden Plain, Kan.—I have sold my elvtr. to the Farmers Elvtr. Co. and will give possession June 1.—J. Bunch.

Cloimmel, Kan.—We have leased the elvtr. of C. J. Honer, operated as the Honer Grain Co.—Geo. Koch Grain Co.

Glasco, Kan.—The 35,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed. A. F. Roberts had the contract.

Frankfort, Kan.—The elvtr. of the Gano Grain & Coal Co. was struck by lightning, June 28. The damage was slight.

Bluff City, Kan.—Burley & Liggett are now in business at this point.—P. B. Comerford, mgr. Arkansas City Mfg. Co.

Wichita, Kan.—The office of the Norris Grain Co., closed last November, has been reopened with I. H. Blood in charge.

Kipp, Kan.—The Pacific Elvtr. Co. is wrecking its old house here and will build a new one on the site.—C. G. Bennett.

Home, Kan.—The new 15,000-bu. elvtr. of R. J. Lewis has just been completed by A. F. Roberts who had the contract.

Liberal, Kan.—The Bolin-Hall Grain Co. incorporated; capital stock \$40,000; J. R. Bolin, R. Hall and others incorporators.

Menlo, Kan.—H. V. Christensen is agt for the Midland Elvtr. Co. and there is no agt. here for the Kansas Flour Mills Co.

Potwin, Kan.—Every elvtr. here is now being remodeled and put into shape to handle the big crop expected.—C. F. Laird.

Hugoton, Kan.—We will move our headquarters to Dodge City, June 1.—Jesse Nebergall, Hugoton Elvtr. & Warehouse Co.

White Cloud, Kan.—Roy Lynds has sold his interest in the John H. Lynds Mill & Elvtr. Co. and is now at Long Beach, Cal.

Coffeyville, Kan.—Wallingford Bros. of Wichita have opened an office in the Columbia Bldg., with H. A. Cadwallader as mgr.

Kiowa, Kan.—The Stevens-Scott Grain Co. has purchased the elvtr. of the Nichols Grain Co., located on the Santa Fe Ry. here.

Tyler sta. (Wichita p. o.), Kan.—W. L. Scott & Sons are building a new elvtr. The P. H. Pelkey Const. Co. furnished the plans.

Vliets, Kan.—Theo. Click, formerly mgr. of an elvtr. at Broadview, Mont., is now in the grain business here on his own account.

Severance, Kan.—The elvtr. of the John H. Lynds Mill & Elvtr. Co. has been sold.—J. M. Powell, mgr. for the company at Moray.

Douglass, Kan.—We have leased the elvtr. of Harris & Son and are installing a Richardson Automatic Scale.—Geo. Koch Grain Co.

Canada, Kan.—I live on a farm and the elvtr. I am building will not figure in the grain trade. I will use it for myself.—F. N. Funk.

Liberal, Kan.—W. O. Woods is building a 20,000-bu. elvtr. equipped with an Invinible Cleaner and 1,250-bu. Avery Automatic Scale.

Concordia, Kan.—The buying office recently opened by the Simonds-Shields Co. is in charge of W. H. Beatty.—Farmers Mill & Elvtr. Co.

Hannon Spur (Concordia p. o.), Kan.—Our 14,000-bu. elvtr. here is almost completed. It is located on the A. T. S. F. R. R.—D. Ramsey.

Harper, Kan.—E. A. Wales, who is moving his mill here from Bridgeport, Okla., is installing a new and complete equipment of machinery.

Mineral, Kan.—Stauffer, Cammack & Co. of Columbus, will build an elvtr. here. In the meantime they will load grain direct from wagons to cars.

McCracken, Kan.—The Elmore Lbr. Co. is remodeling its elvtr. and installing a new and complete equipment of machinery. The P. H. Pelkey Const. Co. has the contract.

Dodge City, Kan.—We will move our office to this city June 1 in order to get better wire service.—Hugoton Elvtr. & Warehouse Co., Hugoton.

Minneapolis, Kan.—Howell, Rhinehart & Co. have bot the old Chapin Mill property and will wreck it, building a new elvtr. and installing up-to-date machinery.

Seward, Kan.—I have succeeded C. E. Hartwell as mgr. Farmers Produce & Supply Co. Mr. Hartwell has left the country. We will overhaul our elvtr.—R. L. Hearn.

Hutchinson, Kan.—Work on the improvement at the plant of the Monarch Mill Co. is being rushed and the new machinery will be installed during the week.

Anson, Kan.—Stoyton Bros. are raising the cupola of their elvtr. 10 ft. and installing a Richardson Automatic Scale. The P. H. Pelkey Const. Co. is doing the work.

Wichita, Kan.—P. J. Mullen has severed his connection with the Kansas Flour Mills Co. and will enter the grain business on his own account in Oklahoma City, Okla.

Cheney, Kan.—W. L. Scott & Sons have purchased one of the elvtrs. and will remodel and install new machinery. The P. H. Pelkey Const. Co. has the contract for the work.

Penalosa, Kan.—The new elvtr. of the Farmers Grain Co. will be completed about the 25th and we will then have 3 first-class elvtrs. here.—E. L. Craig of the J. W. Craig Grain Co.

Penalosa, Kan.—We are putting in a new engine, having built a new engine house, reinforcing our bins by ceiling them and lengthening our elvtr. legs.—R. W. Cleveland, agt. Pacific Elvtr. Co.

Clafin, Kan.—Universal Mills are now tearing down their old elvtr. and mill, building a new 50,000-bu. studded elvtr. in connection with their mill. The P. H. Pelkey Const. Co. has the contract.

Canada, Kan.—We are enlarging our elvtr. office here and putting in new machinery. We will also make a few minor improvements and build a new coal house.—Karl Ehrlich Grain Co., Marion.

Turon, Kan.—Several elvtrs. will be built along the extension of the Anthony & Nor. R. R. from this station to Naron. The extension will be built at once.—H. W. Hutchins, mgr. Turon Elvtr. & Merc. Co.

Kiowa, Kan.—The Nichols Grain Co. is remodeling its elvtr. on the Mo. Pac. Ry. thruout and installing a Richardson Automatic Scale and Success Manlift. The P. H. Pelkey Const. Co. has the contract.

Calista, Kan.—We will install new machinery including a Richardson Automatic Scale, Safety Manlift and Reliance Dump Controller. The P. H. Pelkey Const. Co. is doing the work.—Calista Grain & Merc. Co.

Sawyer, Kan.—W. E. & A. R. Clark have sold their elvtrs. at Sawyer, Isabel, Zenda and Nashville to Steckel & Bohn of Wichita. The P. H. Pelkey Const. Co. has the contract for repairs and machinery to be installed.

Purcell, Kan.—The 15,000-bu. elvtr. of J. H. Pauly is nearly completed. The equipment includes a manlift, cleaner, 1,250-bu. Avery Automatic Scale, and 10-h.p. oil engine. A. F. Roberts had the contract.

Chetopa, Kan.—G. W. Pratt is remodeling his elvtr. and installing a new and complete equipment of machinery. The P. H. Pelkey Const. Co. has the contract. The elvtr. is operated as the Chetopa Grain Co.

Lucas, Kan.—I have leased the Claussen Elvtr. here for 5 years. For a number of years I have been buyer for the A. J. Poor Grain Co. at this station, which is in one of the best hard turkey wheat districts of the state.—J. H. Moore, Jr.

Belle Plaine, Kan.—We sold our elvtr. to Jas. Garrett sometime ago and last month turned over our lumber yard to the Conly Lbr. Co. of Wichita. The company took immediate possession, retaining Jas. Macky, mgr. for us for 15 years to manage the business.—C. Knox of Knox & Downs.

Liberal, Kan.—The basement of the new 10,000-bu. elvtr. now under construction for Gardener & Vicker is nearly completed. The new elvtr. will have a 1,250-bu. Avery Automatic Scale.

Baker, Kan.—The Farmers Elvtr. Co. has let contract to A. F. Roberts for a 15,000-bu. up-to-date elvtr. to be equipped with the latest machinery including a 1,250-bu. Avery Automatic Scale.

Gorham, Kan.—I have recently taken charge of the elvtr. here, having been with the Pawnee County Grain & Stock Co. at Larned for 4½ years. Our officers are F. C. Ball, pres.; John Small, vice-pres.; and W. E. Benso, sec'y.—R. E. Lawrence, mgr. Farmers Grain & Merc. Co.

Rexford, Kan.—Ben Foster of the Foster Lbr. Co. of Kansas City, has let contract for a 30,000-bu. elvtr. on a spur of the C. R. I. & P., 5 miles west of this station. It will be equipped with a 1,250 Avery Automatic Scale and all of the latest and best elvtr. machinery. A. F. Roberts will do the work.

Wellsford, Kan.—We are building an addition to our elvtr., enlarging our dump capacity to 3,000 bu., thus making a total capacity of about 30,000 bus. We are also putting in a 20 h. p. Fairbanks-Morse Oil Engine and a man lift. I have succeeded Geo. R. Lee as mgr.—H. C. Morton, The Wellsford Grain Co.

Preston, Kan.—We are repairing our elvtrs. here and at Neola and Penalosa. We are also increasing the capacity of a number of our elvtrs. and getting them all in shape for a bumper crop. New scales have been installed here. I will go to Larned about July 1 to take charge of our elvtr. there.—T. H. Urton, mgr. Pacific Elvtr. Co.

Nettleton, Kan.—The Farmers Elvtr. & Produce Co. has let a contract to the P. H. Pelkey Const. Co. for a 12,000-bu. studded, iron clad elvtr. equipped with Eureka Cleaner, Fairbanks Wagon Scale, Richardson Automatic Scale, 15 h. p. engine, Success Manlift and feed grinder, and two stands of elvtrs. It will be completed about Aug. 1.

Leavenworth, Kan.—The Grebe Bros. Mfg. Co. recently brot suit against the Wilson Legler Hay & Grain Co. for \$12,500 damages alleged to have been sustained on account of the wrongful levy of an order of attachment on their property. The plaintiffs hold that they were forced out of business by the unjustified suit brot against them by the defendants several years ago.

Turon, Kan.—Farmer grain dealers of Reno, Pratt, Stafford and Kiowa counties held a district meeting here May 22. The program included the following addresses: "Side Lines to Handle and Why," J. T. Fletcher, Preston; "State Grades, State Inspection: Advantages and Disadvantages," O. P. Davis, Bucklin; "Should Railroads Install Track Scales at Shipping Points?" A. D. Einsel, Greensburg; and "What Laws Ought to Be Enacted in the Next Legislature Pertaining to Co-operation in General and the Grain Trade in Particular?" Chas. Gibbons, Nickerson; J. A. Lyons; Langdon; and Henry S. Thompson, Sylvia.

KENTUCKY.

Paris, Ky.—Burglars recently blew open the safe in the office of E. F. Spears & Son and stole \$100 in silver.

Georgetown, Ky.—J. M. Haggan & Co. have succeeded us and they will rebuild the elvtr. burned Apr. 12, 1913.—Gano & Smith.

Sturgis, Ky.—The Farmers Warehouse, Grain & Stock Co. is now installing new conveyor and loading machinery in its warehouse.—Sturgis Mfg. Co.

Louisville, Ky.—Edinger & Co., who have been in the grain, hay, feed and flour business here for the last 33 years, have sold their flour interests to John H. Shine & Co. and will handle only grain, feed and hay. They will also manufacture special stock and poultry food at their elvtr.

Louisville, Ky.—The Kentucky Public Elvtr. Co. has recently installed a 2,000-bu. per hour fan separator and if a thoro test proves its efficiency more will be put in.

LOUISIANA.

Port Chalmette, La.—The New Orleans Terminal Co. opened its elvtr. here May 15.

Lake Charles, La.—The Louisiana Grain & Mfg. Co. has completed the new plant built to replace the house burned Jan. 15.

MARYLAND.

Baltimore, Md.—The Traffic Club will hold its annual picnic at Millers Park, June 3. Delegates from the traffic clubs of other cities in the state will be present.

Baltimore, Md.—Fellow members of Luther M. Jackson on the Chamber of Commerce, presented him with a chest of silver, when he returned from his honeymoon recently.

Canton, Md.—Fire was discovered in a 10-ton bin of grain in the drying plant of the Canton Distillers Co. May 7 and before the blaze was brot under control, the drying house was a total wreck. All of the machinery was greatly damaged by the fire and water.

MICHIGAN.

Howell, Mich.—Taft & Gordon have dissolved partnership and Mr. Taft will continue the business.

Utica, Mich.—We have installed a 100-h.p. Fairbanks Motor in our plant.—C. Clauson, Utica Mfg. Co.

Nashville, Mich.—Burglars broke into the elvtr. of Townsend Bros. May 10 but secured nothing of value.

Millington, Mich.—The Millington Grain Co. has sold its lumber and builders supply business to the C. A. Mutton Lbr. Co.

Linwood, Mich.—The Linwood Elvtr. Co. has brot suit in the local court asking for an accounting from Earl E. Thorne, former mgr.

Detroit, Mich.—Archibald MacGregor El-lair, grain broker and prominent member of the Board of Trade, died May 10, after an illness of 4 years' duration. He was 64 years old.

Fremont, Mich.—The plant of the Darling Mfg. Co., built 55 years ago by James Darling, burned to the ground at 3 a. m., May 8; loss \$50,000; practically covered by insurance. Nothing was saved but the office safe which, however, contained all the records of the company.

North Adams, Mich.—I have bot the plant of C. C. Rodlam and have installed a 35-h.p. oil engine, Sprout Waldron Attrition Grinder of 2 tons per hour capacity, and Sidney Combined Sheller and Cleaner with a capacity of 200 bus. per hour. During the summer I will put in bins and rig the main part of the mill into an elvtr., conducting it in connection with my present business.—F. I. Williams.

Montague, Mich.—John O. Reed of Reed Bros., Whitehall, bot the Fred Watkins property May 12 and will open a feed, grain, hay produce and general commission business. This will be kept entirely separate from the Reed Bros. business in Whitehall. Mr. Reed expects to erect a large warehouse in connection with the present building. A. Youngquist of Whitehall, who has had 30 years' experience, will be in charge here.

MINNESOTA.

Park River, Minn.—The Park River Mfg. Co. is installing an Avery Automatic Scale.

Hayward, Minn.—Mgr. P. J. Fibelstad of the Farmers Elvtr. Co. is the owner of a bran new automobile.

Clements, Minn.—We will install a new engine and a new belt in our elvtr.—A. Raus, agt. North Star Grain Co.

Altura, Minn.—We are building a 16x60-ft. cement storage house on the C. G. W. at this station.—Altura Elvtr. Co.

Bethany, Minn.—We have bot the elvtr. and coal shed of the Western Elvtr. Co. at this point.—Altura Elvtr. Co., Altura.

Glenwood, Minn.—The elvtr. of the Osborne-McMillan Elvtr. Co. has been closed and the company may withdraw from this point altogether.

Westbrook, Minn.—We will probably install an additional elvtr. leg and possibly a track scale.—Bert Milligan, sec'y-mgr. Farmers Elvtr. Co.

Kenyon, Minn.—Henry Lee, second man of the Farmers Merc. & Elvtr. Co., will succeed W. L. Johnson as mgr. when the latter's contract expires July 1.

Bigelow, Minn.—Kramer Bros. are remodeling their driveway, lowering their pit, discarding the chain and crank and installing a Reversible Challenge Dump.

Canby, Minn.—We will install a new steam engine, the old one being too small, and we are also installing electric motors and will operate by electricity.—E. Jaska, agt. G. W. Van Dusen & Co.

Duluth, Minn.—The engagement of G. Herbert Spencer, vice-pres. and sec'y of the Consolidated Elvtr. Co., to Miss Jessica Marshall, has been announced and congratulations are in order on 'change.

New Ulm, Minn.—Work is progressing rapidly on the 45,000-bu. storage addition and the 5-story mill addition to the plant of the cereal mill of the Eagle Roller Mills Co. T. E. Ibberson has the contract.

Ruthton, Minn.—I will resign as mgr. of the Farmers Co-operative Ass'n, Aug. 1 and will be succeeded by Wm. Green. J. J. Beal bot the elvtr. of Walter Parks and is wrecking it. He will not rebuild.—G. J. Pehrs.

Breckenridge, Minn.—The equipment of the new elvtr. of the Equity Grain & Trading Co. will include 2 stands of elvtrs. A Fairbanks 15 h. p. Motor, Richardson Automatic Scale and Dump. The Hickok Constr. Co. has the contract.

Lake City, Minn.—J. H. Isensee has leveled the ground around the elvtr. he recently purchased here and seeded it to grass. He has also set out some shrubbery and expects to have a pretty little park around the elvtr. this summer.

Welcome, Minn.—The Farmers Elvtr. Co. has let contract for a 22,000-bu. elvtr., to be erected on the site of the present house which will be wrecked. The new house is to be completed by July 15. Mgr. Fred Stade will be retained for another year.

Wykoff, Minn.—The John Gund Brewing Co. of La Crosse Wis., has bot the elvtr. of the La Crosse Grain Co. and will make repairs, installing an Avery Automatic Scale. The old elvtr. of J. Rau has been wrecked and the lot sold, leaving three elvtrs., O. M. Rowley, John Gund Brewing Co. and ours. We are handling the Gund business at present.—W. O. Wilson, mgr. Wykoff Shipping Ass'n.

St. Paul, Minn.—The state railroad and warehouse com's'n issued a formal order May 8, settling the long-discussed question of what constituted a point under the Cashman distance tariff act. The order establishes the legal distinctions between transportation charges and switching charges. The com's'n ruled that switching limits were not necessarily confined to city limits, but extended beyond.

Duluth, Minn.—The new sampling dept. of the Board of Trade will be put into operation June 1 if the present plans mature. It will be known as the Duluth Sampling Buro and will be conducted by the exchange under the supervision of P. H. Bevis, formerly of the Chicago Board of Trade grain sampling and seed inspection dept. The buro will be under the direction of a com'tee composed of M. L. Jenks, chairman, Watson S. Moore, A. W. Frick, H. J. Atwood and C. F. Haley.

Faribault, Minn.—The request of the Farmers Elvtr. Co. and other companies at this station for an order compelling the C. R. I. & P., C. M. & St. P. and Gt. W. Ry. Cos. to install track scales here, has been denied by the state railroad warehouse com's'n.

Kasota, Minn.—The large cleaning elvtr. of the P. B. Mann Co. burned at 3 p. m., May 13; loss \$25,000; partially covered by insurance. The elvtr. was leased the day before the fire to the Anchor Grain Co. and the employees of the old company were cleaning up the house and burning the refuse and useless records a few feet from the elvtr. A high wind is believed to have blown sparks from the bonfire against the elvtr. and started the fire. There has been no grain in the house for the last month. The wreckage of the elvtr. of the Kasota Elvtr. Co., which was destroyed by a tornado last June, has not all been cleaned up and the Cleveland Wrecking Co. is still busy with the ruins.

St. Paul, Minn.—The State Economy and Efficiency Com's'n May 8, approved the tentative outline of reorganizing the system of state government. The Railroad and Warehouse Com's'n being elective, is classed under the general head of commerce, industry and labor, but is to be independent of the director of that dept. Its present control over grain inspection, considered by the com's'n as an executive function solely, is, however, to be abolished and this buro placed under the dept. director. The board of grain appeals, now appointed by the Governor, under this plan, is to be named by the Railroad com's'n, thus retaining in that body the ultimate control of grain grades, considered purely judicial.

MINNEAPOLIS LETTER.

The estate of W. H. Dunwoody has been appraised at \$6,245,070.

James C. Andrews, F. G. Winston and Dwight K. Yerxa will form a company and build a 1,000-bbl. mill with a 250,000-bu. steel elvtr. in connection. The excavation work is now under way.

The Pillsbury Flour Mills Co. has let contract for a 2,000,000-bu. concrete elvtr. adjoining the Pillsbury "A" mill. It will contain 67 bins and is to be completed Nov. 1. The Barnett & Record Co. has the contract.

An automobile belonging to E. A. Cawcutt of the Northern Grain Com's'n Co., back fired May 14, in the court of the Chamber of Commerce and threatened serious damage when the machine caught fire. The blaze was extinguished, however, before it reached the gasoline tank.

F. E. Dunn, a veteran in the grain trade, died at the Rochester Hospital, May 15, as a result of a serious operation. His death was unexpected however, as he rallied from the operation performed May 11 and seemed to be recovering. He suffered a relapse and died at 4 p. m. Mr. Dunn was connected with the Van Dusen-Harrington Co. for 24 years, but for the last year has been pit trader for Johnson, Hanson & Case. "Jerry" Dunn, as he was affectionately called, will be missed by his associates on 'Change.

Curtis H. Pettit, for over 60 years identified with the business activities of this city and state, died May 11 at the age of 80. Mr. Pettit was state senator in 1866,'68,'69,'70 and '71 and was a member of the house in '74,'75,'76 and 1887. In 1866 he entered the lumber trade and a little later built the Pettit Mill which was operated by the firm of Pettit, Robinson & Co. It was destroyed in the mill explosion of 1878, but was immediately rebuilt and Mr. Pettit continued to have an interest in it until it was taken over by the Northwestern Consolidated Mfg. Co. in 1891, dismantled and turned into an elvtr. He was associated with Loren Fletcher in the Minneapolis Elvtr. Co. which in 1879 built the largest elvtr. yet seen in the Northwest, known as Elvtr. A, with a capacity of 780,000 bus.

MISSOURI.

Whiteside, Mo.—R. O. Long & Co. are building an elvtr. at this point.

Shackelford, Mo.—J. Keith Goodwin will rebuild his elvtr. burned Apr. 23.

Bates City, Mo.—I expect to build an elvtr. here this season.—J. B. Williamson.

Barnard, Mo.—Work has been started on the elvtr. of Earl Walters. A. F. Roberts has the contract.

Gray Summit, Mo.—The Koppitz-Smith Mfg. Co. has installed an Englehart Spout Holder and Loading Spout.

Bolivar, Mo.—I am installing a new controllable wagon dump to my elvtr., repairing the elvtr. and getting ready to handle the new crop.—T. H. Jarman.

Ladonia, Mo.—We have succeeded Wilder & Stotmel. Members of the firm are now C. A. Wilder and Jos. W. Wilkins.—Wilder & Wilkins Grain & Elvtr. Co.

Grant City, Mo.—We have let contract for our new elvtr. and will operate it under our own name. Work has been started and the house is to be completed July 1.—J. C. Lutes & Co.

Clearmont, Mo.—Work on the new 8,000-bu. elvtr. of G. W. Carter at this station is being rushed and the house will be ready for the new wheat crop. It is of cribbed construction.

Windsor, Mo.—The Farmers Elvtr. Co. has let contract to A. F. Roberts for a 15,000-bu. elvtr., to be equipped with sheller, cleaners, manlift, 25 h.p. oil engine and 1,250-bu. Avery Automatic Scale.

Weston, Mo.—We have let contract for a 15,000-bu. elvtr. to A. F. Roberts. The house will be of wood, covered with galvanized iron, and will be ready to handle grain July 1. The equipment will include an Invincible Cleaner and 1,250-bu. Avery Automatic Scale.—B. W. Bliss of Rumpel & Bliss.

Faucett, Mo.—J. L. Frederick of St. Joseph, Mo., has let contract to A. F. Roberts for 4 elvtrs. One to be built at this station will have a capacity of 20,000 bus. and will be equipped with a 2,000-bu. Avery Automatic Scale, manlift, power shovels, car puller and 25 h.p. oil engine. An 8,000-bu. elvtr. will be built at Helena and one of the same size at Hemple. The fourth house will have a capacity of 10,000 bus. and will be erected at Union Star.

KANSAS CITY LETTER.

C. H. Manning has succeeded Tracy L. Cockle with the Terminal Elvtrs. Mr. Manning was formerly with the Thresher-Fuller Grain Co.

The proposed 1,000,000-bu. addition to the K. C. S. Elvtr. of the Kansas City Southern Elvtr. Co. will not be erected this year as had been planned.

Edgar H. Flanner, for 3 years with the U. S. Grain Standardization Laboratory at Decatur, Ill., is now connected with the Aylsworth-Neal-Tomlin Grain Co. of this city.

The 1,000,000-bu. addition to the C. M. & St. P. Elvtr. owned by the St. Paul road and operated by the Simonds-Shields Grain Co., is going up rapidly. It will give the elvtr. a total capacity of 2,500,000 bus.

Chas. Wilser, has bot the Board of Trade membership of F. O. Cunningham and will enter the grain trade at this market on his own account. He has been traveling solicitor for a local grain company and is familiar with the business.

Excavation work for the foundation of the new 1,100,000-bu. addition to the Kansas-Missouri Elvtr. has been completed and work on the super-structure will be rushed. It is hoped to have the elvtr. completed and ready for service, Aug. 1. The addition consists of 40 re-inforced concrete tanks, of 25,000 bus. capacity each with interstice bins of 100,000 bus. capacity. The improvements will cost \$160,000 and will give the elvtr. a total capacity of 2,100,000 bus. The house is owned by the Mo. Pac. Ry. Co. and is operated by the Hall-Baker Grain Co. The

Stephens Engineering Co. has the contract.

Contract for the 500,000-bu. addition to the Murray Elvtr. owned by the C. B. & Q. Ry. Co. and operated by the Aylsworth-Neal-Tomlin Grain Co., has been let to Jas. Stewart & Co. Work has been commenced on the new house which is only 8½ ft. from the main elvtr. The building will be fireproof and a duplicate of the old house, consisting of 18 tanks, 22 ft. 6 in. outside diameter and 85 ft. 9 in. outside height. The tanks will be of tile construction on a concrete foundation and will be surmounted by a steel frame cupola covered with tile. All floors and the roof will be tile also. The equipment will include three 36 in. lower shipping bulk conveyors and three other 30-in. conveyors. The work is to be completed in 90 days.

ST. LOUIS LETTER.

The Armour Grain Co. has opened an office in the Merchants Exchange with Cary Bacon, formerly head of the Sherry-Bacon Grain Co., in charge.

The St. Louis Grain Club, which has been agitating the construction of a large elvtr. in this city, reports thru Sec'y Martin that the plan is meeting with hearty support from the railroads and grain men and that the erection of a concrete house is almost certain.

The following were recently admitted to the membership in the Merchants Exchange: Chas. W. McConaughy, Holdrege, Neb.; John Struttman, Rhineland, Mo.; Edwin M. Goette, W. A. Gardner & Co.; Alex. C. Harsh, Alex. C. Harsh & Co.; and Frank Weinberg, J. E. Bennett & Co. The following memberships were transferred: Jefferson Stephens; Daniel C. Miller; E. L. Foote; Lewis C. Doggett; and John P. Keyes.—Eugene Smith, sec'y.

Members of the Merchants Exchange will vote on the following amendments to the rules of the exchange, May 25: "On and after June 1, 1914, all contracts made for corn, unless otherwise specified, shall be understood as for 'contract' corn; and on such contracts a tender of the following described grades of corn, in such proportion as may be convenient to the seller, but in no case an amount less than 5,000 bus. of any one grade, shall be deemed a valid tender at the price difference, mentioned in the following schedule: provided, further, that not less than 1,000 bus. be delivered in any one elvtr.: No. 1 white corn, No. 2 white corn, No. 1 yellow corn, No. 2 yellow corn, No. 1 mixed corn, No. 2 mixed corn, at contract price. No. 3 white corn, No. 3 yellow corn, No. 3 mixed corn, at 2 cents per bushel under contract price. Provided, further, that No. 3 white corn, No. 3 yellow corn and No. 3 mixed corn cannot be delivered during the months of March, April and May except at 4c per bu. discount under contract price. When any member shall have been found guilty of improper or disorderly conduct in any of the rooms, corridors or stairways of the exchange, or of wilfully or maliciously interfering with or obstructing any officer, agent or employee of the exchange while in the discharge of his duties, or of a violation of any rule, regulation or by-law of the exchange for which a specific penalty has not been fixed, he shall be fined, censured, suspended or expelled by the board of directors, as it may determine."

MONTANA.

Winifred, Mont.—The Independent Grain Dealers Ass'n will build a 25,000-bu. elvtr. here. A flour and feed warehouse will also be erected.

NEBRASKA.

Sweetwater, Neb.—S. L. Knox & Son have sold their mill.

Wahoo, Neb.—The Wahoo Lbr. & Grain Co. has been dissolved.

Syracuse, Neb.—The Farmers Elvtr. Co. has put in a new scale.

Riverdale, Neb.—The Farmers Grain Co. is planning to build an elvtr.

Schuyler, Neb.—Edw. W. Zerzan is now mgr. for the Farmers Grain Co.

Hastings, Neb.—The Hastings Elvtr. Co. is remodeling its elvtr. machinery.

Nebraska City, Neb.—The cereal mill will be wrecked and sold for old lumber.

Abbott, Neb.—I have bot the elvtr. of the S. M. Beadle Co.—W. A. Crabtree.

Surprise, Neb.—Farmers and business men are interested in building an elvtr.

Weeping Water, Neb.—E. E. Day has put a cement gutter all around his elvtr.

North Bend, Neb.—The C. A. Millar Grain Co. will put in a rope transmission.

Bee, Neb.—F. A. Engler has succeeded Joseph Link as mgr. of the Bee Elvtr. Co.

Endicott, Neb.—The Endicott Equity Exchange has bot the elvtr. of Fairchild Bros.

Clay Center, Neb.—Farmers Elvtr. Co. has bot the elvtr. of the Updike Grain Co.—G. J. S.

Arlington, Neb.—We have painted our elvtr. and made general repairs.—Updike Grain Co.

Hastings, Neb.—C. J. Miles is being boomed for nomination for Governor of Nebraska.

Franklin, Neb.—The Farmers Elvtr. Co. will spend \$250 in repairs on its elvtr.—H. C. Rice.

Lawrence, Neb.—It is reported that a man from Holstein has bot the M. P. Elvtr. of J. A. Taylor.

Mead, Neb.—The Farmers Ass'n has bot the elvtr. of the T. B. Hord Grain Co., taking possession May 20.

Steele City, Neb.—G. O. Taylor has been granted a site on the St. L. & G. I. R. R. and will build an elvtr.

Craig, Neb.—Fred Erickson has succeeded Chas. Sackett as agt. for the Holmquist Grain & Lbr. Co.

Walthill, Neb.—We may paint our elvtr. and put in a new elvtr. belt.—C. J. Mullaney, agt. J. J. Mullaney.

Oakland, Neb.—We expect to paint our elvtr. this fall.—E. V. Anderson, mgr. Farmers Grain & L. S. Co.

Fullerton, Neb.—The Fullerton Elvtr. Co. is remodeling its elvtr. and installing a Reversible Challenge Dump.

College View, Neb.—The W. T. Barstow Grain Co. is putting in a new wagon scale and making general repairs.

Washington, Neb.—Chas. Ringsted succeeded H. Brunton as agt. for the Nye-Schneider-Fowler Co. Apr. 25.

Alda, Neb.—The elvtr. of the Omaha Elvtr. Co. recently settled and is now being strengthened and repaired.

Arlington, Neb.—We expect to put in a new driveway and make other general repairs.—R. E. Roberts Elvtr. Co.

Norfolk, Neb.—We will build a 40,000-bu. elvtr. at an early date.—G. D. Bridge, prop. Norfolk Cereal & Flour Mills.

Loomis, Neb.—The Farmers Co-operative Co. has bot the elvtr. of H. O. Barber & Son and will thoroughly overhaul it.

Lincoln, Neb.—Mr. Scholl, who has been traveling for Norris & Co. of Chicago, will open an office for that firm on June 1st.

Western, Neb.—The W. T. Barstow Grain Co. is building an addition to its coal house and is putting a concrete floor in all of it.

Lincoln, Neb.—O. H. Gibbs, formerly in charge of McCaull-Dinsmore's office at Omaha, will open an office for that firm here.

Holstein, Neb.—The Nebraska-Iowa Grain Co. is building a 5,000-bu. addition and will install a Richardson Automatic Scale.

Roca, Neb.—Arthur Brown has succeeded me as mgr. for the Roca Grain & Coal Co.—E. M. Olds, now mgr. Farmers Elvtr. Co., Wilber.

Clearwater, Neb.—V. H. Uridel is now mgr. for the Clearwater Elvtr. Co., having succeeded me.—G. H. Talbert, mgr. Farmers Union & Mfg. Co., Snyder.

Wakefield, Neb.—W. W. Kingsbury, auditor for the Benson Grain Co. has moved to this city from Wayne, the headquarters of the company being here.

Exeter, Neb.—I have been transferred to the elvtr. of the Nye-Schneider-Fowler Co. at this point, succeeding Geo. Horton.—E. O. Newell, formerly at Cadams.

Cadams, Neb.—I have succeeded E. O. Newell as agt. for the Nye-Schneider-Fowler Co., but he is still in the grain business at Exeter.—G. C. Harbert.

Putnam sta. (Beatrice p. o.), Neb.—I am thinking of installing a new hopper scale here and an automatic scale in the elvtr. at Hickman.—H. H. Norcross, Beatrice.

Hemingford, Neb.—Malvern Miller, who has been operating the plant of the Hemingford Roller Mills under lease, has decided to retire and will move to Chicago.

Walthill, Neb.—We are going to buy an automatic scale and may buy a grain cleaner. We will also put in a new elvtr. leg.—M. Z. Easton, mgr. Farmers Grain Co.

Lyman sta. (Lushton p. o.), Neb.—The Nebraska-Iowa Grain Co. is wrecking its old elvtr. and will build a 20,000-bu. house. The entire equipment will be furnished by the American Supply Co.

Garrison, Neb.—The Farmers Elvtr. Co. has bot the elvtr. of the Schaaf Grain Co., paying \$7,250. The elvtr. has just been completed and was in operation only a few days, the farmers company taking possession May 18.

Chappell, Neb.—The railroad has not yet granted us a site for the new elvtr. we expect to build and we have taken the matter up with the Railway Com'sners and hope to have it settled soon.—J. F. Frederick, pres. Farmers Elvtr. Co.

Ruskin, Neb.—The Ruskin Farmers Elvtr. Co. has been compelled to levy an assessment of 75c on the dollar to make up a deficit of \$5,300.00 after about 2 yrs. of business. C. B. Nance, mgr., has resigned. Wm. Dillon has succeeded him.

Arlington, Neb.—We are painting our elvtr. and are generally overhauling it. We are also putting in a new Fairbanks Automatic Scale, conveyor on top of house and spending \$1,000 in repairs.—H. L. McKibben, agt. Nye-Schneider-Fowler Co.

Eldorado, Neb.—We have bot one of the elvtrs. of the Updike Grain Co. at Stockham and will move it to this station to replace our house burned, Apr. 30. We will not need any new machinery.—Chas. Wilson, sec'y-treas. Eldorado Lbr. & Grain Co.

Verona, Neb.—We have just sold our elvtr. to the farmers, but do not know what the name of their company will be.—Lincoln Grain Co., per E. Lowe, agt. It is reported that the company will operate as the Farmers Co-operative Educational Ass'n.

Bruning, Neb.—Our plant is not closed down as has been currently reported. The elvtr. of C. J. Miles has been thoroughly overhauled and repaired and is in good shape to handle the new crop. A. R. Schofer is mgr. and I am prop. of the Bruning Mill & Elvtr. Co.—E. C. Carter.

Cedar Rapids, Neb.—Our new elvtr. will be on a concrete foundation and we expect to have it completed by July 1. We will remodel our old elvtr. into an out house and with the new elvtr. will have a capacity of 35,000 bus. We will install up-to-date machinery.—C. H. Eckery, mgr. Cedar Rapids Elvtr. Co.

Stockham, Neb.—The Updike Grain Co. is now moving its elvtr., formerly operated by the Stockham Grain Co., to Eldorado, to take the place of the elvtr. lost by fire at that station two weeks ago. This removal leaves only 2 elvtrs. here, which are operated by the Updike Grain Co. and my company.—S. H. Riker, mgr. Farmers Elvtr. Co.

Wilber, Neb.—I am now mgr. of the Farmers Elvtr. Co. here.—E. M. Olds, formerly mgr. Roca Grain & Coal Co., Roca.

Genoa, Neb.—Harry E. Fonda, pres.,

treas. and mgr. of the Genoa Mill & Elvtr. Co., committed suicide at noon, May 6, by drinking a pint of carbolic acid. Business reverses are believed to have prompted his act, as letters to his brother W. D. Fonda, prop. of an elvtr. at St. Edward, his banker, the stockholders of his company and other business men, went into details and told fully why the business had not paid, slow collections, temporary repairs, and small margins being the chief reasons. The deed followed a visit of an attorney for the stockholders of the company who were said to be about to ask for a receiver. Mr. Fonda went home to dinner, said goodbye to his family and instead of returning to the elvtr., went to a ravine on the outskirts of town and drank the poison, his body being discovered some hours later.

OMAHA LETTER.

Omaha, Neb.—The Grain Exchange has not yet decided on a site for its new \$250,000 building, but the matter will be settled soon.

The Nebraska-Iowa Grain Co. is installing a 3,500 bus. Eureka Cleaner, a 2,000-bu. Avery Automatic Scale and a cooling leg for conditioning grain, in its terminal elvtr. here.

Although we have discontinued our office here, we will be represented at this market as before but in a different way.—R. A. Dinsmore, vice-pres. McCaull-Dinsmore Co., Minneapolis, Minn.

NEW ENGLAND.

Milford, Mass.—E. J. Prentice, formerly in the grain trade, died recently.

Waltham, Mass.—J. Cushing & Co. will build an 80x50 ft. grain storehouse, 2 stories high.

Harwichport, Mass.—Thos. R. Eldridge, who has been in the grain business for 40 years, died May 12, at the age of 60.

Hartford, Conn.—I have succeeded L. C. Daniels and am operating as the South End Hay, Grain & Feed Co.—W. H. Webster.

Brewster, Mass.—The Sterilized Grain Co. of New York City, has opened an office here and is planning to build a large grain elvtr. and plant here. Robert Stock is mgr.

Boston, Mass.—The schooner Rebecca J. Moulton, will be converted into a floating grain elvtr. and will be used in loading boats at the Commonwealth Pier. The steamer is an old timer having been built in 1873.

Framingham, Mass.—The elvtr. of the Cutler Grain Co. was damaged by fire May 15, the loss amounting to \$10,000. The loss on the building was \$3,000 and no insurance was carried. The stock and contents, however, are fully protected.

Danbury, Conn.—Burglars gained entrance to the office of the Keeler Grain Co. thru a rear window, but they were unable to open either one of the safes and left empty handed. The combination dial on one of the safes was broken off and that of the other safe was hammered until it could not be worked.

NEW YORK.

Buffalo, N. Y.—The Geo. J. Meyer Malt-ing Co. has increased its capital stock from \$200,000 to \$800,000.

Buffalo, N. Y.—H. G. Morey, formerly sales mgr. for the Globe Elvtr. Co., has opened an office in the Chamber of Commerce Bldg. and will deal in grain and feed on his own account.

New York, N. Y.—G. J. W. Riemschneider, a nephew of Chairman Reimschneider of the grain com'te of the Produce Exchange, and associated with him in the grain business, has applied for membership in the exchange.

Atlanta, N. Y.—Herbert Wheaton, pres. of the Herbert Wheaton Co., dealers in grain and produce, recently filed a voluntary petition in bankruptcy, scheduling liabilities at \$28,139.56, of which \$23,853 are unsecured claims and assets at \$651.

New York, N. Y.—The following nominations for officers of the Produce Exchange have been made: J. Ward. Warner, pres.; E. G. Broeniman, vice-pres; E. C. Rice, treas; and Arthur Dyer, Walter B. Pollock, A. M. Pentz, Ed. T. Cushing, Ed. Flash and R. A. Claybrook, board of mgrs. The election will be held during the week of June 1.

Utica, N. Y.—Charged with using the mails to defraud, Andrew S. Works, Chicago, pres. of the Oneida Mfg. Co., Frank M. Fowler, Pittsburg, financial mgr., Adolph M. Wappermann and Max M. Hart, New York City, were recently indicted by the federal grand jury. It is alleged that they bankrupted the Oneida company after getting control of the plant, by issuing notes amounting to \$130,000 without authority from the minor stockholders.

NORTH DAKOTA.

Gwinner, N. D.—The new Farmers Elvtr. Co. will build an elvtr. here.

Sanborn, N. D.—Our elvtr. is closed for the present.—Farmers Elvtr. Co.

Medina, N. D.—The Medina Mill & Elvtr. Co. has closed its plant for the season.

Southam, N. D.—The Woodworth Elvtr. Co. will rebuild its elvtr., burned Apr. 11.

Berwick, N. D.—We will side our east house with tin and will also level it.—Arnold Bros.

Edmore, N. D.—The office of the Burgess Elvtr. Co., which burned some time ago, has been rebuilt.

Haynes sta., (Hettinger p. o.), N. D.—The Equity Union will either build or buy an elvtr. this fall.

Wales, N. D.—The Farmers Elvtr. Co. is remodeling its elvtr. inside and out and installing cleaning machinery.

Mott, N. D.—S. S. Stewart has completed his improvements, including a 300-bbl. mill which will be operated in connection with his elvtr.

Murray, N. D.—The Farmers Elvtr. Co. of Maysville has bot the elvtr. of the Northwestern Elvtr. Co. at this station. Ed Ulland was agt.

Knox, N. D.—Our company will be known as the Knox Farmers Co-operative Elvtr. Co. after July 1.—G. B. Martin, mgr. Knox Farmers Elvtr. Co.

Linton, N. D.—We have bot the elvtrs. of Barger & Seeman at this station and at Temvik and are now in possession.—Smith & Culbertson.

Drayton, N. D.—The elvtr. of the Thorpe Elvtr. Co. has been wrecked and work on the new building to be erected on the site will be started at once.

Verona, N. D.—The Verona Grain & Fuel Co. has installed a 12 h.p. engine, cleaner and feed grinder, and is making a number of other improvements.

Guptill sta. (Carrington p. o.), N. D.—T. H. Cousins will put a concrete foundation under his elvtr. in June and make other repairs.—W. E. Dalzell, agt.

Voss, N. D.—The Amenia Elvtr. Co. is extensively repairing its elvtr. and has raised the office, built a warehouse and put a fence around the lumber yard.

Orr, N. D.—We will paint our elvtr., build a new office, renail siding, put in a new driveway and make other improvements.—H. W. Copley, agt. Peoples Elvtr. Co.

Watford (no p. o.), N. D.—Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$10,000; J. C. Zeller, Farland, Jens G. Waller and Eli E. Smith, of Schaefer, incorporators.

Moselle sta. (Wyndmere p. o.), N. D.—Farmers Equity Elvtr. Co. incorporated; capital stock \$10,000; Peter and M. Puetz, Wyndmere, and John C. Novotny, Ligerwood, incorporators.

Olmstead, N. D.—We will build an addition to our elvtr. and will install a feed mill. We intend to handle flour and feed in addition to grain.—Frank E. Fee, prop. F. E. Fee Elvtr. Co.

Orr, N. D.—We will improve our elvtr. and make some repairs. The National Elvtr. Co. will build new coal sheds.

—J. A. Byington, mgr. Farmers Elvtr. Co.

Neche, N. D.—The Farmers Elvtr. Co. is repairing its elvtr. and increasing its capacity. Another leg for cleaning wheat, automatic elevator and added pit room are among the improvements.

Baldwin, N. D.—The recently organized Farmers Union will build or buy an elvtr. at this station and at Hazleton this season.—H. P. Knappen, sec'y Union Warehouse, Mlg. & Merc. Co., Bismarck.

Minnewaukan, N. D.—J. C. Look was sentenced to 18 months in jail for stealing a load of oats from the elvtr. of C. S. McGlenn and Fred Olson was given a year for stealing wheat from an elvtr. at Hoving sta. (Milnor p. o.)

Lisbon, N. D.—The report that P. E. Overland is mgr. of the Equity Elvtr. & Trading Co. is incorrect. He has resigned and will represent the Becher, La Bree Grain Com's'n Co. on the road. I have succeeded him.—J. G. Crites.

Amenia, N. D.—The Amenian & Sharon Land Co. will probably erect an up-to-date elvtr. of about 30,000 bus. capacity at a new station to be established by the Great Northern Railroad between Prosper and Vance on the Fargo-Surrey Cut-off.

Buffalo, N. D.—The Gt. Western Grain Co. is repairing and thoroughly overhauling its elvtrs. at Tower City, Wheatland, Mayville, Great Bend and here. New foundations, coal sheds and new engines are among the improvements to be made by C. H. Benson, who has the contract.

Coburn (Sheldon p. o.), N. D.—The Farmers Elvtr. Co. is building a 30,000-bu. wood clad elvtr., with a re-inforced slab foundation. It is equipped with 2 stands of elvtrs., Fairbanks Scales, and Engine, No. 5 Invinible Cleaner, and a Richardson Grain Separator. The Hickok Const. Co. has the contract.

Bismarck, N. D.—The Farmers Union Warehouse, Mlg. & Merc. Co. has been organized in this city and we will undoubtedly build some sort of a grain house, probably in connection with a mill. I don't know just when the work will start but it will probably be during this summer.—H. P. Knappen, sec'y.

McCanna, N. D.—The elvtr. of H. H. Walland, containing 15,000 bus. of wheat, 11,000 of barley, 2,000 of oats and 1,000 bus. of corn, burned May 13; loss on building \$12,000, on contents \$18,000; insurance on building \$9,000, on contents \$16,000. The fire started from a hot box and for a time threatened the town.

Hoving (Milnor p. o.), N. D.—The new elvtr. of the Farmers Elvtr. Co. has a capacity of 40,000 bus, is of cribbed construction with iron siding. The equipment includes 2 stands of elvtr. legs, No. 60 Marquis Cleaner, 20 h. p. Fairbanks Oil Engine, Fairbanks Automatic Scale and a dump scale. It was recently completed by the Hickok Const. Co.

OHIO.

Thornville, O.—Tenney & Roberts have bot the elvtr. of Yost & Faller.

Carroll, O.—The elvtr. of J. P. Gundy, which burned Apr. 25, will be rebuilt.

Shreve, O.—J. W. Kerr is now mgr. for the B. T. Craig Elvtr. Co.—Gray & Smith.

Stony Ridge, O.—Elliott & Beasley have purchased an Englehart Spout Holder and Loader.

New Jasper, O.—John Jenks of James-town will remodel his elvtrs. here and at Edgefield.

Botkins, O.—W. H. Persinger has bot an interest in the Botkins Grain Co. and is now sec'y of the company.

Seville, O.—The M. E. Frazier Co. is out of business and no one is operating an elvtr. here now.—A. R. B.

Sherwood, O.—Johnson, Ritchie & Longworth of Van Wert have bot the elvtr. at this station and will take possession in June.

Coldwater, O.—The Fox & Hess Co., operating an elvtr. at this station, has been incorporated for \$50,000.

Old Fort, O.—The Farmer Co-operative Co. has let contract for a \$9,000 elvtr. Work will be started at once.

Bradford, O.—John Arnold, a son of David Arnold, who died Mar. 16, succeeded his father in the firm of Arnold & Iddings.

Bloomers, O.—A. C. Rhodes & Son will rebuild their elvtr., putting up a 20,000-bu. house and equipping it with Philip Smith Mfg. Co. machinery.

Sidney, O.—Elmer S. Sheets has bot the interest of R. V. Jones in the Jones Grain Co., which will be continued under the old name. Mr. Jones recently dropped dead.

Ft. Loramie, O.—The Sherman Grain Co. incorporated; capital stock \$15,000; incorporators W. J. Sherman, H. E. Bennett, B. T. Bull, John Graham and Frances Sherman.

Columbus, O.—I have moved to this city and until the office is permanently located my address will be Box 1123, Columbus, O.—Frank H. Turner, sec'y Ohio Millers State Ass'n.

Lewistown, O.—The elvtr. of Johnson & Black has been closed on a judgment for \$7,000, taken by the Farmers Natl. Bank. Edward K. Campbell has been appointed receiver and is now in charge.

Lima, O.—Thirty-five members of the Tri-State Producers & Dealers Ass'n held a meeting in the Lima House, May 19. Crop conditions and matters of interest to the grain men were discussed.

Xenia, O.—John W. Dickson of Chicago has bot the old Jacoby Mills on the Miami river owned by the W. A. Foureman Mlg. Co. The property was sold at auction and brot \$5,010. The plant consists of a mill and elvtr.

Bellevue, O.—The Bellevue Farmers Grain Co. has been granted a new trial of the suit in which the Croghan Engineering & Constr. Co. secured judgment for \$2,725 for the erection of the elvtr. of the grain company.

Dayton, O.—The Miami Valley Grain Dealers Ass'n held a meeting May 14 at the Phillips Hotel. Among the subjects discussed was the loaning of grain sacks to farmers to use in hauling grain to the elvtr. Many of those present openly expressed their dissatisfaction and some were of the opinion that the farmers would save time by shoveling the grain into the bodies of their wagons and shoveling it out again at the elvtrs., but the majority of them said they believed the sack method of transportation would be better if the farmers provided their own sacks. These sacks cost 22c each and when a hundred or more are borrowed and not returned they occasion considerable loss. The Dealers Ass'n elected the following officers: J. E. Wells, Sidney, pres., and E. T. Custerborder, Sidney, sec'y.

CINCINNATI LETTER.

The Union Hay & Grain Co. has moved its offices to 6th and Front Strs.

Millers are paying a premium for wheat that will test 60 and 60½ lbs. to the bu.—S.

C. E. Nippert, now with Early & Daniel, has applied for membership in the Chamber of Commerce.—S.

Henry M. Brouse of the Gale Bros. Co. is suffering from an attack of the mumps and is confined to his home.

The Hay & Grain Exchange of the Chamber of Commerce held its monthly meeting May 13. Pres. W. R. McQuillan read his report of the conference at Washington in reference to the Lever Bill.

Guy M. Freer, traffic mgr. of the Chamber of Commerce, left for Washington this week to attend a hearing before the Interstate Commerce Commission on the application of the Kansas City Board of Trade for reduced rates on grain from the Missouri River and Southeastern points. Cincinnati grain dealers are opposed to the proposed reduction.—S.

TOLEDO LETTER.

Jesse W. Young has disposed of his interest in the Toledo Grain & Mlg. Co. and will engage in the grain business on his own account.

Raymond P. Lipe, pres. of the R. P. Lipe Grain & Hay Co., was married to Mrs. Juliet Bond, May 19. The honeymoon will be spent in Europe.

Jos. Streicher, bookkeeper for J. F. Zahm & Co., will take Fred W. Jaeger's place on the floor of the exchange during Mr. Jaeger's absence in Europe.

Henry D. Nordman, who has been swindling shippers at various markets, selected Southworth & Co. as victims but the report of his alleged activities reached them before his letter telling of the shipment of a car of oats, arrived, and his sight draft was unhonored. His misspelled letter was posted on change as a warning to other traders.

Geo. Julian's sentence of one year's imprisonment for stealing grain has been suspended by Judge Killits, so that the boy, who is only 19, can have a chance to "make a man" of himself. Dan Lynch, however, will serve 14 months in the federal prison at Moundsville, W. Va., having been convicted of breaking into a freight car and stealing grain in the yards at the elvtr. of the Rosenbaum Grain Co.

OKLAHOMA.

Amorita, Okla.—I am the operator of the Farmers Elvtr. again.—Frank Loeser.

Calumet, Okla.—We are installing a 1,000-bu. Richardson Automatic Scale.—M. C. McCafferty.

Hollister, Okla.—A. D. Winsor of Frederick has leased the elvtr. of the Wichita Mill & Elvtr. Co.

Ada, Okla.—The Ada Flour Mills will build a 25,000-bu. storage tank elvtr., the work to be started at once.

Oklahoma City, Okla.—Arthur Cowan, formerly with W. L. Perkins Grain Co., has entered the grain and feed business.

Claremore, Okla.—Work on the new elvtr. is being rushed and every effort will be made to have it ready for the new crop.

Hollis, Okla.—C. N. Tillman of Frederick will build an elvtr. here if he can get lease from railroad in time for new crop.

Afton, Okla.—Oliver Hanshaw will be mgr. of the elvtr. recently purchased at this point by us.—Lipscomb Grain & Seed Co., Liberal.

Manchester, Okla.—G. F. Price, formerly agt. for W. W. Miller & Son, has bot the elvtr. of Hodson & Kremer, who owned it and the mill.

Blackwell, Okla.—H. Stauffacher has resigned as mgr. for Beutke Bros. and is now in the wholesale grain business on his own account.

Duke, Okla.—Farmers are interested in the organization of an elvtr. company and it is currently reported that an elvtr. will be built here soon.

Hinton, Okla.—We have installed an Invinible Cleaner and are painting our elvtr. and other buildings.—Fred Zobisch, sec'y.—mgr. Hinton Mlg. Co.

Fay, Okla.—We will remodel the elvtr. recently purchased here by us and will install a Richardson Automatic Scale.—Geo. Koch Grain Co., Wichita, Kan.

Oklahoma City, Okla.—The Millers Grain Co. has succeeded the Millers Grain & Export Co. and has moved its offices to the Insurance Bldg. C. W. Bleuler is mgr.

Lockridge, Okla.—The El Reno Mill & Elvtr. Co. of El Reno, has purchased the elvtr. formerly owned and operated by the Lockridge Grain Co. Possession will be given at once.

Nardin, Okla.—T. J. Straughn, who was formerly in the grain business, has suspended business at this point and taken a position with the Blackwell Mill & Elvtr. Co. as agt. here.

Ninnekah, Okla.—The Moore Grain Co. of Chickasha will build an up-to-date 25,000-bu. elvtr. on the site of the old elvtr. burned Mar. 10. It was operated by the Mathews Linton Co.

Pond Creek, Okla.—The Pond Creek Elvtr. Co. has purchased the elvtr. and property formerly owned and operated by the Pond Creek Mill & Elvtr. Co. J. W. Wharton will be mgr. of the company.

Cordell, Okla.—Murray F. Gibbons has leased the old Briggs Elvtr., recently operated by the Co-operative Grain & Elvtr. Co. and will overhaul it, installing new machinery including a dump cleaner and chop mill.

Strong City, Okla.—Ground has been broken for an elvtr. on the C. & O. W. at this station and work will be rushed. It is hoped to have the house ready by June 1. The L. B. Grant Lbr. Co. will operate it.

Belva, Okla.—The Alva Roller Mills Co. will build a 6,000-bu. elvtr., equipped with a Richardson Automatic Scale, Success Manlift, 1 stand of elvtrs., and 4 h. p. engine. The P. H. Pelkey Const. Co. has the contract.

Blackwell, Okla.—Buetke Bros. have traded their elvtrs. at this station and Sumter sta. (Braman p. o.) to R. G. Welge for land. E. L. Beuthe will manage the branch office of the Smith-Mann Grain Co. at Oklahoma City.

Butler, Okla.—We are putting a concrete foundation under our elvtr., tearing away the driveway and building it higher so that we can put 2 bins over it. We are also installing a wagon scale.—Fred Zobisch, sec'y and mgr., Hinton Mfg. Co., Hinton.

Breckenridge, Okla.—I am building a 10,000-bu. elvtr. which will be iron clad and up-to-date in every respect. The elvtr. is 24x24 ft. and 20 ft. from top of foundation to plate. The foundation is of concrete 10 ft. below the grade line and 2 ft. above.—W. A. Hays, Blackwell.

Gibbon, Okla.—The Blackwell Mill & Elvtr. Co. of Blackwell, has built a new office and an addition to its flour warehouse. New dumps, a 24-ft. wagon scale, and a larger elvtr. belt and cups have been installed and new foundations have been put in. The Medford Mill & Elvtr. Co. is painting its elvtrs. and making general repairs.

Oklahoma City, Okla.—The following firms are out of the grain business at this market: Dismukes & Co.; Fischer Grain Co.; W. L. Perkins Grain Co.; D. J. Rutledge, and the Stinchcomb Grain Co., which failed. The branch office of the Strong Grain Co. of Conway Springs, Kan. has been closed. J. W. Fisher is now mgr. for the branch office of the Adolph Kempner Co. of Chicago, Ill., and Jesse Vandenberg is managing the local office of Langenberg Bros. & Co. of St. Louis, Mo. The Smith-Mann Grain Co. of Kansas City, Mo., has opened an office with E. L. Beutke in charge. Arthur Cowan has also opened an office here.

PENNSYLVANIA.

Elliottsville, Pa.—I am out of the grain business.—James Elliott.

Nashville, Pa.—H. J. Rahl has opened a grain warehouse here.—A. L. Menges & Bro., Menges Mills.

Butler, Pa.—Jacob A. Walter, prominent in the western Pennsylvania grain and milling trade, and a member of Geo. Walters' Sons, died May 12, at the age of 47.

Mechanicsburg, Pa.—Sam. N. Miller of J. R. Miller's Sons, died Apr. 12 of heart disease. The company operated elvtrs. at Shiremanstown and New Kingstown and Mr. Miller was well known to the grain trade here.

Harrisburg, Pa.—The U. S. Supreme Court in a recent decision, construed the Pennsylvania "factory" act to mean that industrial plants are peculiarly liable for injury to employees hurt by machinery not

equipped with proper safety guards, regardless of other negligence by the employer, when it dismissed the appeal of a Philadelphia concern from a \$2,500 verdict secured by relatives of an employee killed by a machine operated without guards.

PHILADELPHIA LETTER.

John Moliter of Swedesboro, N. J., has applied for membership in the Commercial Exchange.

The harbor equipment of the grain trade will be augmented by another lighter with a capacity of 35,000 bus. per day.

Andrew Bly with Gailey, Davis & Co., died at his home in Germantown at the age of 64. Mr. Bly was connected with Peter Wright & Son, which was succeeded by the Gaily Davis company.

Frank E. Marshall, former sec'y of the Commercial Exchange, has been admitted to membership in the exchange and will enter the export grain trade on his own account. He will represent several large western houses at this market.

Asa B. Porter, individually and late trading as A. B. Porter & Co. and as a member of the late firm of Asa B. Porter & H. S. Picard, operating as the Philadelphia Flour, Feed & Grain Co., has been declared a bankrupt. His liabilities are \$58,835.30, and assets \$405.25.

Members of the Commercial Exchange held a special meeting recently and ratified rules to cover the classification of Argentine corn. The rules make it subject to the same conditions as to grade as domestic corn and it will be graded according to the same rules. All certificates of inspection for corn from the Argentine shall be designated as Argentine corn.

The Commercial Exchange has recently adopted the following amendments to the arbitration rules of the exchange: the fees of arbitration shall be \$15 for each sitting. In cases where the amount at issue is over \$1,000, the same may be increased to \$25, the fees to be deposited with the secretary before the case is heard. The amount awarded shall in all cases be paid by the losing party within three days, Sundays and holidays excepted, after official notice of the final award has been served by the secretary. The non-member shall present his request for arbitration, together with a statement of his case, in writing to the Board of Directors at a regular meeting thereof, and said Board may, at its discretion, grant or refuse such request. The secretary shall notify such non-member in writing of the action taken thereon.

PITTSBURG LETTER.

The third of a series of fires in the grain and feed store of Henry Kennig recently destroyed the interior of the building. Loss \$2,500.—M.

Members of the Hay & Grain Exchange are getting ready for the annual election of directors to be held June 9 and an active campaign is being waged.—M.

Briefs have been filed by the respondents and the complainants in the 2 cases of the Grain and Hay Exchange, against the Pennsylvania Co. and the Pittsburgh, Cincinnati, Chicago & St. Louis Ry., alleging discrimination in grain rates against Pittsburgh, and taking up the question of the right of the local grain dealers to mix grain in transit.—M.

SOUTH DAKOTA.

Murdo, S. D.—Mr. Frederickson has bot the elvtr. of T. T. Lemon & Co.

Stratford, S. D.—W. F. Miller has resigned as auditor for the Imperial Elvtr. Co.

Tolstoy, S. D.—I have bot the elvtr. of the Gundert Bros. Elvtr. Co.—Anton Dusel.

Huron, S. D.—Frank Davis has bot and will operate the elvtr. of A. C. White.—Huron Mfg. Co.

Grover, S. D.—The 25,000-bu. elvtr. of The Farmers Elvtr. Co. will be iron clad. T. E. Ibberson has the contract.

Newark, S. D.—The Empire Elvtr. Co. will remodel its elvtr.

Canova, S. D.—The Canova Grain Co. has applied for an order of dissolution.

Beardsley (Parkston p. o.), S. D.—The South Dakota Elvtr. Co. has wrecked its elvtr. at Parkston and will rebuild it here.

Ravinia, S. D.—I have succeeded John Bundy as mgr. of the Farmers Elvtr. Co. Mr. Bundy is out of the grain business.—F. C. Bardell.

Fairfax, S. D.—Hy. Sanhers succeeded me as mgr. for the Nye-Schneider-Fowler Co. here.—V. H. Uridel mgr. Clearwater Elvtr. Co., Clearwater, Neb.

Chester, S. D.—Eugene Kellogg, formerly agt. for W. Z. Sharp at Fedora, has bot the elvtr. of the Reliance Elvtr. Co.—G. G. Gregory, mgr. Farmers Elvtr. Co.

Clear Lake, S. D.—Oscar Carlson will build a 28x26-ft. elvtr. adjoining his present house. A warehouse will be wrecked to make room for the new building.

Garden City, S. D.—Henry Miller has bot the elvtr. of the Ostroot Elvtr. Co. and Frank Rhodes is agt.—L. G. Hagen, formerly agt. W. Z. Sharp, Lyons, S. D.

Elk Point, S. D.—Mgr. W. S. Lewiston, of the Farmers Elvtr. Co., and son who were badly hurt in an automobile accident recently, are reported on the high road to recovery.

Victor, S. D.—The elvtr. now under construction for Carson & Dahl will have a capacity of 25,000 bus. and will be equipped with up-to-date machinery. T. E. Ibberson has the contract.

Geddes, S. D.—The Farmers Elvtr. Co., which was recently reported in financial difficulties, has decided to continue business. A manager will be elected to succeed Wm. H. Menzie, who was found dead in the ruins of the elvtr. office, Apr. 17.

Ben Clare sta. (Valley Springs p. o.), S. D.—We are building a 15,000-bu. elvtr. here on the site of our old house. Our engine room and office are 14 ft. from the elvtr. building and the equipment includes a wagon scale, and a 7,500-bu. hopper scale for weighing out. The house has iron covered roofs and cement driveways. All our bins empty clean into the hopper scales. We expect to have the work finished by June 10.—L. B. Spracher & Co.

SOUTHEAST.

Henderson, N. C.—The Henderson Grain & Feed Co., incorporated; capital stock, \$8,000.

Richmond, Va.—T. A. Gommess & Co. have been admitted to membership in the Grain Exchange.

Lynchburg, Va.—W. C. Barker, Jr., of Owen & Barker, is passing cigars. A little lady arrived at his home May 15.

Atlanta, Ga.—The A. P. Morgan Grain Co. will build a grain warehouse and possibly a feed mixing plant early in the fall.

Atlanta, Ga.—Geo. T. Hodgson & Co. have opened a brokerage office in the Candler Bldg. They will handle grain, feed and flour.

Georgetown, Del.—The Robbins-White Co. incorporated to deal in grain, seed, etc.; capital stock, \$50,000; incorporators, J. M. Robbins, O. S. Betts and N. W. White.

Petersburg, Va.—Wm. B. Shaw, of Lunsford & Shaw, fell dead in the streets of his home town, May 5. Apoplexy is given as the cause of his death. Mr. Shaw was 57 years old and well known to the local trade.

Birmingham, Ala.—The warehouse of Tennessee Mill & Feed Co. burned at 11 p. m., May 13; loss \$30,000; covered by insurance. Seven horses valued at \$400 each, were burned to death. The warehouses of the Alabama Mill & Elvtr. Co. were only 3 ft. from the burning building, but were saved by hard work.

TENNESSEE.

Dyer, Tenn.—The local mill company will build an elvtr. during the summer.

Columbia, Tenn.—E. E. McLemore, pres. of the City Mill & Grain Co., has been elected pres. of the Phoenix Natl. Bank.

Nashville, Tenn.—The Greenwood Mill & Elvtr. Co. has petitioned the court to enjoin 3 of its creditors from bringing suit.

TEXAS.

Vernon, Tex.—The Kell Mfg. Co. will increase the capacity of its plant.

Hale Center, Tex.—Clackson & Gentry are out of business at this point.—O. C. Sanders.

Argyle, Tex.—John Pain may build an elvtr. here.—R. A. Carruth, Bewley Mills, Roanoke.

Plano, Tex.—The Plano Mfg. Co. is remodeling and installing separators and flour bleacher.—Geo. Roberts, mgr.

Nevada, Tex.—I will install a wagon dump to unload oats and corn and will improve wire houses.—J. M. Smith.

Caddo Mills, Tex.—J. A. Harper and the Caddo Mills Merc. Co. are buying grain at this station now.—Jas. R. Bass.

Sanger, Tex.—The Wiley Grain & Elvtr. Co. has retired from business.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

Floydada, Tex.—The Marshall Grain Co. is building a concrete elvtr. and will rush it to completion to handle this year's crop.

Terrill, Tex.—Andrew Peterson will build an elvtr. at this point on the Santa Fe.—R. A. Carruth, Bewley Mills Co., Roanoke.

Crowell, Tex.—The Bell Grain Co. is remodeling its elvtr. and building one 5,000-bu. concrete bin in connection with it. B. J. Carrico has the contract.

Ablene, Tex.—The plant of the Star Flour Mfg. Co. has been leased by T. M. Sleeper of the Sleeper Grain Co. and will be put into operation at once.

Collinsville, Tex.—The plant of the Collinsville Mill & Power Co., including a 5,000-bu. elvtr. burned May 8, the blaze being due to the explosion of a barrel of gasoline.

Ft. Worth, Tex.—The Worth Milling Co. has been organized and will commence business June 1. J. T. Woolery will be mgr. The company will install a Midget Marvel Mill.

Texarkana, Tex.—James Wilson of Little Rock, Ark., is now practically mgr. for the Gaines-Ramage Com's'n Co. Mr. Gaines is mgr. of the Land Mfg. Co. and cannot spare time to look after the com's'n business.

Pilot Point, Tex.—My warehouse burned last month and I am now building a new house with a capacity of 70,000 bushels. It is the only warehouse here devoted to the handling of grain. W. A. Upchurch & Son are grain dealers, but have no elvtr. operating from cars direct.—L. G. Belew.

Truscott, Tex.—Work on the elvtr. of Reeves & Ludwig is progressing rapidly and the plant will be up-to-date in every respect when it is completed. It will have a storage capacity of 5,000 bus. and a handling capacity of 1,000 bus. per hour. The P. H. Pelkey Constr. Co. has the contract.

McKinney, Tex.—The Collins County Mill & Elvtr. Co. will rebuild its plant on a new 200x400 ft. site nearer the depot. The elvtr. will be 60x170 ft., built entirely of steel on concrete foundations and the mill will be 90x50 ft., 4 stories high. It will be of brick with metal sash and frames. A 50x30 ft. engine house with a 40x30 ft. boiler room, absolutely fireproof, will also be erected. The entire plant will be equipped with automatic sprinklers, and will have fire doors and fire walls, as well as enclosed stairways, and every effort will be made to cut the insurance rate to the lowest figure.

Wichita Falls, Tex.—We have let contract for the erection of a modern re-enforced concrete elvtr., which will be operated for our private use almost entirely, tho we will probably do a small amount of public storage. It will be equipped for a modern transit house, and will have 54 bins or a total storage capacity of 450,000 bus. We will probably increase this storage later. We expect to have a modern drier, two pairs of large hopper scales and one track scale. We also contemplate building very close to the new elvtr. a modern new mill, tho the construction of the mill will be delayed some time.—The Wichita Mill & Elevator Co., by W. M. Priddy. The Burrell Engineering & Const. Co. has the contract.

Dallas, Tex.—Knight Bros., formerly pres. and vice-pres. of the Knight-Steger Grain Co., disposed of their holdings in that corporation a number of months ago and have nothing further to do with that concern. However, J. J. and A. G. Knight will incorporate as the Knight Bros. Grain Co. for \$45,000.00 and will be ready for business about July 15th; the building we are erecting is a 40,000-bus. elvtr. and feed plant of large capacity, equipped with up-to-date machinery for the manufacture of molasses feeds, and the trade we will cater to principally will be straight and mixed carload business. We have secured a large piece of close-in Santa Fe trackage upon which we are building our plant.—Knight Bros. Grain Co.

WISCONSIN.

Barton, Wis.—Only my mill was destroyed in the fire of May 10, the firemen saving my elvtr. I will rebuild at once.—Wm. F. Gadow, prop. Barton Roller Mills.

Barton, Wis.—The plant of the Barton Roller Mills burned at 2 a. m., May 10; loss on building \$14,000, on grain and flour \$4,000; insurance \$16,000. The plant will be rebuilt at once.

The adjustment of the tax problem upon an equitable basis is expected when the present negotiations between the members of the state tax com's'n and the elvtr. interests are completed.

Superior, Wis.—The salvage wheat from the Belt Line Elvtr. "M" burned Apr. 26, is being transferred to Elvtr. "S" to be cleaned and dried. C. E. Metzler is handling the grain for the insurance companies.

Kenosha, Wis.—The ruins of the elvtrs. of the M. H. Pettitt Malting Co., burned Mar. 17, has been cleaned up and it is estimated that the entire salvage will amount to \$20,000. No definite plans have been made as to rebuilding.

Clintonville, Wis.—The Hoffman warehouse which burned recently was built about 2 years ago. It has not been operated to any great extent and was for sale at the time of the fire. The H. E. McEachron Co. and ourselves are the only operators here.—D. Tanty, mgr. Cargill Elvtr. Co.

Grand Rapids, Wis.—Work of wrecking the old mill is nearly completed and work on the elvtr. and warehouse of McKercher-Rossier Co. will be started at once. The building will be 40x148 ft. and the elvtr., in the center, will have a capacity of 15,000 bus. It will be of wood covered with sheet iron and will be ready for business the latter part of July. The Burrell Engineering & Constr. Co. has the contract.

Manitowoc, Wis.—Robert A. Ritchie died May 16 at St. Luke's Hospital, Chicago, from the effects of a surgical operation. Mr. Ritchie was long identified with the grain trade, having begun with the old Northern Elevator Co. at Ashland, Wis. He gained a wide acquaintance at Chicago while with the Northern Grain Co. and went to Manitowoc when that company established its business here. When its business was liquidated about 6 years ago he established the Northern Elevator Co., of which he was pres. at the time of his death. Mr. Ritchie was well liked and highly esteemed by everybody. He is survived by his wife and four children.

Superior, Wis.—The Cargill Elvtr. Co. has let contract to the Barnett & Record Co. for the rebuilding of the Belt Line Elvtr. "M," burned Apr. 25 and work will be started as soon as the ruins can be cleaned up, as the company desires to have the new house in operation Sept. 1. The new 400,000-bu. house will not be of concrete construction as has been planned, according to F. E. Lindahl, agt. at the head of the Lakes for the Cargill Company. Mr. Lindahl says: "It would be impossible to complete a concrete elvtr. sooner than January 1, 1915. We have got to have the elevator by September 1 to handle our business, so a fireproof building is out of the question." The new house will be somewhat smaller than the old elvtr. but will be fitted with the latest type of elvtr. machinery and will have just as great a handling capacity. It will be able to unload and clean 8 cars of grain in a 10-hour working day. It will also be designed for the rapid loading of boats. When completed this elvtr. will give the Cargill Company a total storage capacity of 5,000,000 bus. and a handling capacity of 160 cars a day.

MILWAUKEE LETTER.

M. C. Rankin & Co. have moved into new offices in the Chamber of Commerce Bldg.

W. A. Hottensen, Jr., junior member of the W. M. Bell Co., is building a new home on Story Hill.

An elvtr. in the Chamber of Commerce Bldg. recently fell when the cable snapped. The car carried no passengers at the time and the operator was not hurt.

C. F. Glavin, who recently suspended business, will be given a chance to straighten out his affairs, his friends and creditors having decided to let him continue the business.

The Railroad Commission of Wisconsin has issued an order permitting the Milwaukee Road to make the new Milwaukee switching rates effective June 15 instead of May 15 as originally ordered.

The creditors of the Mereness & Potter Co. will hold a final meeting June 3 in the Post Office Bldg. in this city to hear the final report of Herman Jahns, Jr., trustee, and to declare and pay the first and final dividends on the claims filed.

The employees of the inspection and sampling dept. of the Chamber of Commerce held a business and social meeting at the home of Chief Inspector A. A. Breed May 13 and discussed matters pertaining to the dept. work and the improvement of the service.

A resolution has been adopted by the supervisors of the grain inspection and weighing depts. of the Chamber of Commerce, providing that when requests are made for duplicate certificates of inspection and weighing, coming from parties other than those who have paid for the service, such requests are to be referred to the chairman of the supervisors.

Elvtr. "A," operated by the Donahue-Stratton Elvtr. Co., is being completely remodeled. A new drier, two new 150-h.p. boilers and new loading and unloading machinery has been installed and the house is in up-to-date shape in every way. H. H. Higgs of Chicago is supt., Louis Cameron, inspector, and J. H. Casebeer, chief engineer. The house is owned by the C. M. & St. P. Ry. Co. and was closed May 20 for 10 days for repairs.

Switching charges at this market will be reduced as a result of a recent decision of the state railroad com's'n. The roads have been ordered to cancel the proposed switching rate of 1½¢ per 100 lbs. and make it 1¢ per 100 lbs. In the district where the old charge was a minimum of \$5 a car, the new rate will be 1¢ per 100 lbs., with a minimum of \$5. The district with the old rate of \$6 a car, regardless of weight, will hereafter bear a rate of 1¢ per 100 lbs., with a minimum of \$6 a car. The new rates will also apply to team track freight which has heretofore carried a rate of 3¢ per 100 lbs.

The local freight agents of the railway companies at Milwaukee have notified grain receivers and shippers to furnish bonds to protect the payment of freight charges in future. Such bonding system is already in effect at other markets.

During a recent "house cleaning" at the Reliance Elvtr. the old "Board of Trade" sign used over the entrance of the exchange when it was first organized, was found. It has been missing for 50 years but is now in the possession of H. A. Plumb.

John C. Hensey is now the Iowa traveling representative for us, succeeding J. R. Murrel, Jr., who resigned to engage in the grain business with the King-Wilder Grain Co. of Cedar Rapids. Mr. Hensey has had a large experience in handling grain at terminals as elvtr. swp. and salesman and has a large circle of friends among grain men. Iowa grain dealers will, no doubt, be brought into closer business relations with us thru his knowledge of grain and the needs of grain handlers. Mr. Hensey will make his headquarters at Cedar Rapids, Ia.—W. P. Bishop, vice-pres. E. P. Bacon Co.

WASHINGTON.

Asotin, Wash.—A. A. Wornell has a large new grain warehouse at this point.—S. J. Sargent.

Lamona, Wash.—The Puget Sound Warehouse Co. has torn down its warehouse here and at Krupp and will use the material from both houses to build a big warehouse here.

CHARGES FOR SPOTTING CARS are provided in tariffs now being filed by the railroad companies, following the expressed view of the Interstate Commerce Commission. The filing on the part of all the roads indicates a concerted action. The proposed charge will be 5½c per ton with a minimum of \$2 per car. Approximately 27,000 tracks are without spotting charges at present. The tariff is scheduled to become effective May 27 but will not include Chicago, St. Louis and certain other large stations.

THE QUESTION of a reduction in the present per diem charge of 45c for the detention of freight cars is to be taken up by the American Railway Association at its meeting in New York. It is reported that many of the eastern roads are in favor of a reduction while the western roads desire an increase if any change is made. The approval or rejection of the new code of rules for weighing and reweighing carload freight which code was drawn up jointly by the Ass'n and the National Industrial Traffic League which has already given its approval will also come to vote at the meeting.

RATES ON GRAIN as established by the Kentucky Railroad Commission will go into effect, in that state June 1 despite the efforts of the L. & N. Ry. in bringing a suit asking for an injunction restraining the commission. The suit was brot in Covington, Ky., and resulted in an order denying the injunction to the railroad and was occasioned by an endeavor on the part of the Greenbrier Distilling Co. to enjoin the railroad company from enforcing what it considered an excessive freight rate. In making its finding the court held that the rate as put in effect by the railroad commission was substantially the same as that maintained on inward bound distillery grain for a number of years and that therefore the rate was not unreasonable. The railroad was formerly given an opportunity to prove that the volume of traffic of grain would be materially affected. This they failed to do.

Grain Carriers

AN ORDER for 3,000 40-ton box cars and 250 ballast cars has been placed by the C. & N. W. Ry for the coming season's traffic.

NINE HUNDRED box cars have been ordered for immediate delivery by the Union Pacific Railroad to handle the seasons' grain movement.

THE STEAMSHIP ARDOYNE with 6,720 bags of bran and 448 bags of middlings for C. M. Cox Co. reached Boston May 14 from Buenos Aires.

ALLEGED FAILURE to store grain according to agreement caused the attachment of two Cleveland owned vessels by the Cleveland Grain Co. recently.

THE STEAMER MATTHEW ANDREWS unloaded 600,000 bus. of oats in 15 hours at Port Colbourne May 9, 87,000 bus. being elevated in the first hour.

THE SAME THRU RATES on grain from stations in Ia., to Milwaukee are now in effect on the C. R. I. & P. also the same rate to Chicago over the St. Paul & K. C.

NAVIGATION of the Erie Canal opened May 25, with only about 40 boats in the Buffalo harbor eight of which were loaded with foreign and domestic oats, and about 20 ready to load for New York.

FOR ACCEPTING REBATES, the O'Gara Coal Co. of East St. Louis was fined \$3,000 in the federal court May 19. The Vandalia Railroad Co. was also found guilty, the verdict being on two counts.

CLAIMING THE ELEVATION charge on a shipment of grain from St. Louis to Westwego, La. for export unjust, Powell & O'Rourke of St. Louis recently filed a suit with the Interstate Commerce Commission for \$410 against the railroad.

SPOTTING CARS for shippers has again become compulsory for railroads in New York state according to an order issued May 18 by the public service commission at Albany. The service was only discontinued a few weeks ago on the suggestion of the Interstate Commerce Commission.

THE HYNES ELEVATOR Co. and the Carvers Elevator Co. have filed a complaint against the C. M. & St. P. for reparation charges of \$669. The plaintiff attacks the proportional carload lot corn rates from points of production in South Dakota to Council Bluffs and thence to Kansas City.

THE OMAHA GRAIN EXCHANGE is contemplating filing a complaint with the Interstate Commerce Commission against certain freight rates. A conference in regard to the rates in question was held May 5, between members of the exchange and representatives of the C. & N. W. and the C. M. & St. Paul Rys.

GRAIN WILL BE TRANSPORTED from Buffalo to New York by means of electrically propelled boats over the new Morse line as soon as the canal is opened in 1915. The boats will be the only ones of their kind with the exception of the U. S. collier, Jupiter, and will be propelled from the pilot house rather than the engine room. The New York & Buffalo Steamship Co. with a capitalization of \$3,500,000 was recently incorporated at Albany, New York. Charles W. Morse, heavily interested in the system, has worked out an elaborate traffic scheme on the canal.

RATES 20 PER CENT less than the present rail rate now in practice will be effected by the establishment of a barge service on the Mississippi river between St. Louis and New Orleans. The new service was installed by the Atlas Transportation Co. May 20, with five new barges of 800 ton capacity each.

THE CANCELLATION of the application of the rate basis on grain and grain products from Milwaukee via Chicago to eastern trunk line territory was considered at a meeting between the Central Freight Ass'n of Chicago and Geo. A. Schroeder, mgr. of the Milwaukee Chamber of Commerce freight bureau, representing the shippers of that city on May 13. Nothing definite was accomplished further than a discussion of the matter and the taking of it under advisement.

VIOLATIONS of the FOURTH SECTION of the act to regulate commerce with respect to class and commodity rates from eastern cities, Ohio river crossings and New Orleans, La., to south Atlantic and gulf ports, certain points on navigable streams and certain interior points were investigated by the Interstate Commerce Commission and a voluminous report has been published giving carriers relief if water or rail competition causes disadvantage but not for market competition only.

COMPLAINT was made before the Interstate Commerce Commission by H. C. Snyder, assistant general freight agent of the Erie Ry., and H. I. Noble, general mgr. of the Mutual Transit Company, May 8, against the divorcing of lake and rail lines. Mr. Snyder stated that his company had never attempted to shut off lake traffic or to push rail and lake rates so high as to drive traffic to the railroads. Mr. Noble, for his part, admitted that his company's stock was owned by four different railroads.

A CONTINUOUS mileage rate of 7.8c per hundred pounds from southwestern Minnesota to Minneapolis was recently ordered by the Minnesota Railroad and Warehouse commission over the Omaha and N. W. Rys. Both roads protested against the ruling as under the joint rate they were receiving 9.595c per hundred pounds. The point in question was brought up by the Van Dusen-Harrington Co., which is interested in this haul of 100 miles. The company's contention was granted on the ground that the N. W. Ry. owns the greater part of the stock in the Omaha Ry. and therefore there was no serious contention that the two are distinct.

THE C. & A. Ry. has amended its rule to provide protection of actual weight even tho the car furnished might be loaded in excess of 110% of the marked capacity of the car ordered. This ruling of the company will become effective June 12 and is made on the basis of that now in effect via the A. T. & S. F. Ry., the C. M. & St. P. Ry. and the Wabash Ry. The C. R. I. & P. Ry. has also issued a ruling that provides that where the car furnished is loaded in excess of the maximum loading capacity of the car ordered, the minimum weight applying in connection with cars of next greater capacity than the one ordered will be used. The rule applies to cars of 70,000 pounds marked capacity and is made on a basis of those now in effect on the C. & N. W. Ry., the C. St. P. M. & O. Ry., and the C. B. & Q. Ry. It will go into effect June 23.—E. B. Boyd, mgr. Transportation Department, Chicago Board of Trade.

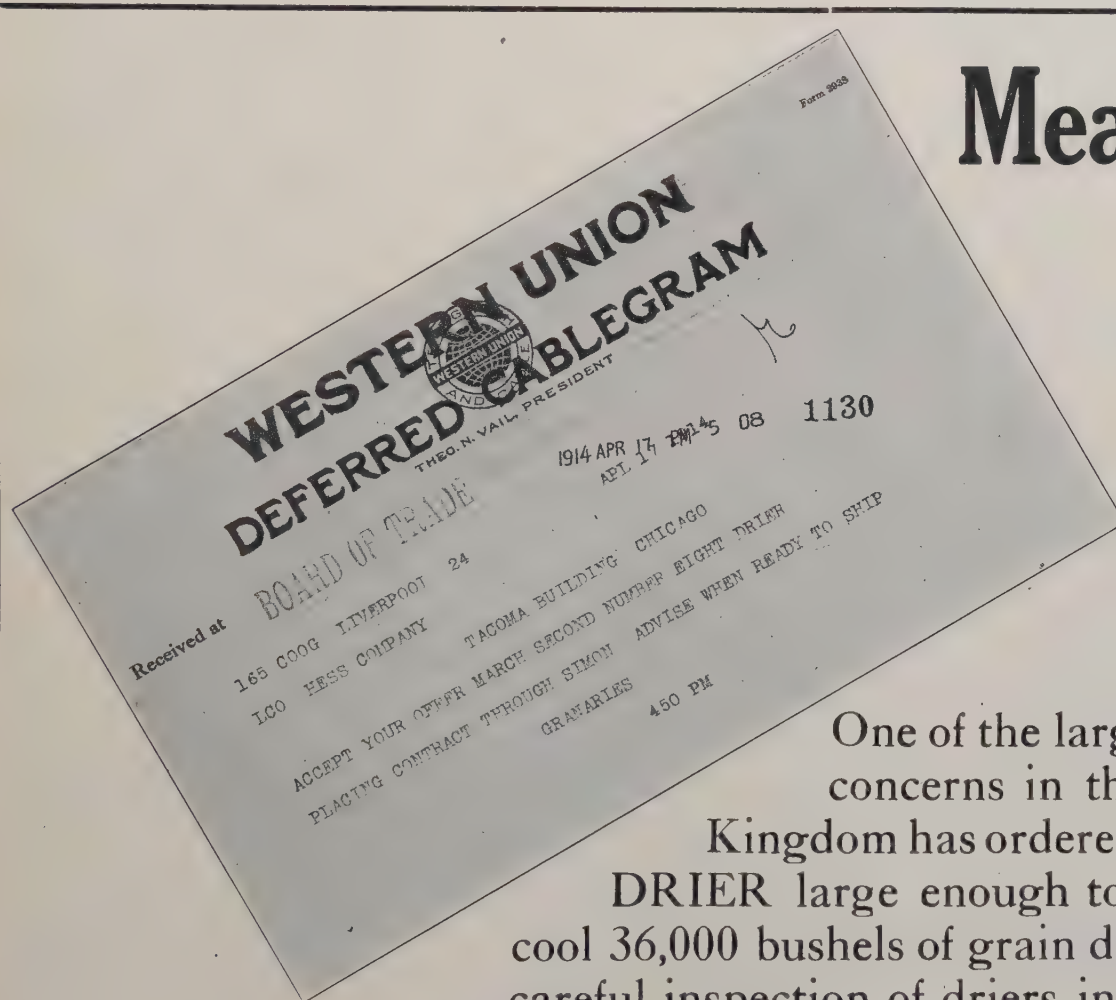
A HEARING in the complaint against the Soo Line will be held in Milwaukee, Wis., before Examiner Henderson of the Interstate Commerce Commission on the morning of June 16. The hearing will be held to consider the discrimination in the rate on barley from Minneapolis, malted in transit at Milwaukee for St. Louis as against the present arrangement at Manitowoc.

ALLOWANCES amounting to approximately \$13,000,000 a year which have been made by trunk lines to iron and steel industrial railways in the territory east of the Mississippi and north of the Ohio and Potomac rivers have recently been ordered discontinued by the Interstate Commerce Commission. An application for a rehearing made by the industrial railways was later refused by the Commission.

THE TOTAL CAR SURPLUS on May 15, 1914, as shown by the American Railway Ass'n report issued May 25, was 239,406 cars compared with 230,533 cars on May 1, 1914, and 61,269 on May 15 a year ago. The total shortage May 15 was 764 cars as against 1,654 cars on May 1 and 10,975 cars on May 15, 1913. The total surplus was the largest on May 15 of this year since 1909.

THE CARRIER must refund an overcharge even when the initial carrier from which it received the cars rendered statements for the charges at the unlawful rates. Altho part of the unlawful charges have been paid to the initial carrier the latter need not be made a party to the suit by the one seeking to recover, ruled the Appellate Court of Indiana Apr. 7 in the suit by Elbert W. Shirk against the B. & O. Southwestern.

GRAIN RATES of 13½c per hundred pounds will be granted Toledo within about 35 days as a compromise agreement reached by F. O. Paddock, representing the Toledo grain shippers and James Webster, assistant gen. traffic agt. for the New York Central lines and O. A. Constans, gen. freight agt. for the B. & O. before Commissioner B. H. Meyer of the Interstate Commerce Commission. The agreement will end a fight of nine years during the last two years of which an active fight has been waged. Toledo's grain men held that the rates since 1900 were discriminatory in favor of Chicago and that with the equalization that city would get a large share of the spring wheat and other grain trade from the Dakotas and Minnesota. The reduction is from 15.5c and will mean a large increase of business, Toledo grain men think.



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Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

A. T. & St. F. in Sup. 14 to 7394B quotes rates on grain and grain products between its stations and connections; and stations on N. M. Cent. R. R., effective June 10.

Mo. Pac. in Sup. 6 to 3156E adds prepared stock and poultry foods to grain and grain products covered by this tariff; eliminating molasses feed, effective June 9.

C. & E. I. in Sup. 2 to 6639A provides rules governing milling and malting in transit privileges on grain and grain products at station on the C. & E. I., effective May 3.

C. I. & L. has issued Sup. 3 to Indiana Railroad Commission, suspending tariffs till Sept. 12, in compliance with an order by the Indiana Railroad Commission made May 11.

Oregon Short Line quotes a rate of 25c on barley, oats, corn, rye, wheat and grain screenings from Montpelier, Ida.; to Butte, Silver Bow and Anaconda, Mont., effective June 11.

C. & E. I. announces the suspension of proposed increases in rates to have become effective April 1, until July 30, 1914, by order of the Interstate Commerce Commission.

Ill. Cent. in Sup. 8 to 3618D quotes rates on grain and grain products from Dubuque, Ia., and its stations in Ill. and Ind. to eastern cities and Canadian points, effective June 1.

Grand Trunk in Sup. 13 to CG48 quotes rates on grain and grain products from points in Canada; to Portland, Me., Boston, Mass., and stations taking same rates, effective June 13.

C. G. W. in Sup. 6 to 79-C quotes rates on grain, grain products, flaxseed, flax refuse and flax bran in commodity lots from stations on the C. G. W. and connections, effective June 1.

C. G. W. 97B quotes rates on grain, grain products, and seeds between Minneapolis, St. Paul, and South St. Paul, Minn., and stations on the C. G. W. and connecting lines, effective April 28.

Grand Trunk in Sup. 11 to CG48 quotes a rate of 13c on corn from Montreal, Que., to Boston, Mass., and stations taking same rate; also rate to stations in Vermont on Cent. Vt. Ry., effective May 27.

C. M. & St. P. in Sup. 4 to 1325C quotes rates on wheat, barley and oats from its stations to Alton, Quincy, East St. Louis, Ill., Hannibal, St. Louis, Mo., and stations taking same rate, effective June 1.

C. & E. I. in Sup. 9 to 622B quotes rates on grain, grain products, seeds, broomcorn and corn cobs from its stations to southern, northwestern and eastern cities in U. S. and Canadian points, effective June 3.

C. G. W. in 50C quotes freight tariff showing reconsigning, storage, concentration, and fabrication in transit, weighing and other rules and charges on flaxseed, grain and grain products, effective June 10.

C. & E. I. gives notice of suspension of proposed increases in rates which were to have become effective April 1, 1914, until July 30, in compliance with an order issued by the Interstate Commerce Commission.

Mich. Cent. in Sup. 26 to 9078 amends rates on grain and grain products from points on the Mich. Cent. west of the Detroit and St. Clair Rivers also from points on the B. & C. G. & A. Ry., the C. & K. & S. Ry., the D. & C. Ry., the E. J. & S. Ry., the K. L. S. & C. Ry., the M. & N.-E. Ry., Mich. Ry., Toledo Term. Ry., to eastern United States and Canadian basing points, effective June 10.

C. G. W. in Sup. 30 to 14,854 suspends increases in rates on grain products, from Minneapolis, St. Paul and South St. Paul, Minn., to stations on the C. G. W. Ry. until July 30, by order of the Interstate Commerce Commission.

C. I. & L. in Sup. 8 to 933-E gives switching charges, absorptions, drayage, and transfer agreements on state and interstate traffic at junction points on the C. I. & L. Ry., effective intrastate May 12, interstate June 3.

Grand Trunk quotes a rate of 14½c on wheat, corn and oats from Midland and Tiffin, Ont., to be milled at Peterboro and Lindsay, Ont., and product reshipped within one year from date of delivery, to Boston, effective May 26.

P. E. 559,283, on Big 4 Ry., was set out at Swanington, Ind., May 20, for repairs. Floor gave way and 50 to 75 bus. corn ran out in one place while train was standing still. No corn was picked up and put back.—J. W. McConnell.

C. G. W. in Sup. 2 84-C quotes joint proportional freight rates on grain and flaxseed, from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul and Winona, Minn., to points in Ill., Ind., Ky., Mich., N. Y., Ohio, and Pa., effective May 10.

L. A. Lowry's Sup. 7 to 20-E quotes local and joint rates on grain from points in the Chicago district on outbound and in-bound freight traffic, also rules governing intermediate service on freight traffic in the same district, effective June 20.

C. R. I. & P. in Sup. to C. R. I. & P. freight tariffs suspends the proposed increased rates in connection with small lines until July 30, 1914, by order of Interstate Commerce Commission. The increases were to have become effective May 1.

M. K. & T. quotes rates on wheat from Jefferson and North Jefferson, Mo., to Galveston and Texas City, Tex., on wheat at 23½c, on corn at 21½c; to Eastley, Mo., on wheat at 23½c on corn at 21½c; from Calera, Okla., on wheat at 19c, on corn at 17c, effective May 24.

C. M. & St. P. in Sup. 137 to 2463-D quotes rates on grain, millet and flaxseed between Chicago, Ill., Superior, Milwaukee, Racine, Wis., Duluth, St. Paul and Cloquet, Minn., and stations taking same rate, and points in Minn., Mo., Ia., N. D., and S. D., effective June 1.

C. R. I. & P. in Sup. 9 to 687-F suspends rates in accordance with an order of the Interstate Commerce Commission on grain, grain products, seeds and broom corn from stations on the C. R. I. & P. in Ia., Minn., and S. D., also Misouri River stations to Mississippi Valley points until Nov. 1.

C. M. & St. P. in Sup. 34 to 6952-B quotes rates on grain, grain products, millet and flaxseed between its stations and connections, and Chicago, Ill., Duluth, St. Paul, Minn., Omaha, Neb., Kansas City, Mo., Council Bluffs, Ia., Milwaukee, Wis., and stations taking same rate, effective June 1.

C. G. W. in Sup. 1 to 68-C quotes joint proportional freight rates on grain, grain products, flax and millet seed from Minneapolis, St. Paul, Red Wing, and Winona, Minn., to Chicago, Ill., and stations on the C. G. W. in Ill., and Ia., also St. Louis, Mo., East St. Louis, and Peoria, Ill., and other points in Ill. and Ia., effective May 10.

M. & St. L. quotes rates as follows: On corn, oats, rye and barley, from Des Moines, Ia. (when originating beyond) to St. Louis, Mo., and East St. Louis, Ill. (when destined beyond), 8c, to Cairo, Ill. (destined to southeastern or Carolina points), 10c, effective June 3; and on flaxseed from Minneapolis, Minnesota Transfer, and St. Paul, Minn. (when originating beyond), to New Orleans, Port Chalmette, Westwego, La., 38c, on wheat 27½c, on corn, oats, rye, barley, grain, screenings, elevator dust, oat clips, and spelt 22½c, to Gulfport, Miss., 22½c, to Mobile, 22½c, to Memphis, Tenn., 17½c and on wheat to Memphis, Tenn., 20c, effective June 5.

M. P. quotes rates from Claflin and Red Wing, Kan., to Galveston, Tex., Mobile, Ala., New Orleans, Port Chalmette Westwego, and Westwego Elevators, La., and Texas City, Tex. (for export), on wheat 26c, on corn 23c, to New Orleans, La., and rate points on wheat 32.25c and on corn 29c, effective June 1.

C. & E. I. in Sup. 9 to 622-B quotes rates on grain, grain products, corn cobs, broom corn, and seeds from stations on the C. & E. I. to stations in Ala., Ark., Conn., Del., D. C., Ill., Ind., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., Ohio, Pa., R. I., Tenn., Vt. Va., W. Va., Wis., and station in Canada, effective June 3.

Canadian Northern quotes a rate on corn from Fort William, Ont., to Duluth, Minn., of 15c; to St. Paul, Minn., and Minnesota Transfer, Minn., of 20c; and on grain screenings, oat hulls, and elevator dust, from Port Arthur, Fort Williams and Westfort, Ont., to Duluth of 12c; to St. Paul, Minn., and Minnesota Transfer, Minn., of 15c, effective June 1.

Wabash quotes a rate of 15½c on popcorn, millet, hemp and flaxseed between St. Paul, Minneapolis and Stillwater, Minn., and St. Joseph, Kansas City, Mo., Leavenworth and Atchison, Kan.; and a rate of 14½c on popcorn, Hungarian, millet and flaxseed between same stations, and Council Bluffs, Ia., Omaha and Nebraska City, Neb., effective May 14.

C. & E. I. in Sup. 8 to 622-B quotes changes in rates on grain and grain products, corn cobs, broom corn and seeds from stations on the C. & E. I. to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Kan., Ky., Pa., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., Ohio, Pa., R. I., Tenn., Vt., Va., W. Va., Wis., and points in Canada, effective May 25.

Frisco quotes a rate of 10c on flaxseed from Kansas City, Mo., to Fredonia, Kan. (when shipped from Duluth or St. Paul, Minn.); also a rate of 22c on corn and 23c on wheat from Council Bluffs, Ia., Omaha and Nebraska City, Neb., and 16½c on corn and 17½c on wheat from Kansas City, Mo., to Jones Spencer, Oklahoma City, Gurgi and other points in Oklahoma, effective June 15.

C. R. I. & P. quotes rates on brewers dried grain for export from Joliet, Ill., to Baltimore 13c, to Boston 16c; from Morris, Pekin, Peoria, Ill., to Baltimore, 14½c, to Boston, 17½c; from Rock Island, Ill., and Clinton and Davenport, Ia., to Baltimore, 16½c, to Boston, 19½c; and on corn from Joliet, Ill., to Baltimore, 12c, to Boston, 15c; from Pekin, Peoria, and Morris, Ill., to Baltimore, 13½c, to Boston, 16½c; from Clinton, Davenport, Ia., and Rock Island, Ill., to Baltimore, 15½c, to Boston 18½c, effective May 24.

Grand Trunk quotes a rate of 12c on corn from Montreal to Royalton, South Royalton, Sharon, West Hartford, Hartford and White River Junction, Conn.; a rate of 11½c to Montpelier, Barre, South Barre, Williamstown, Riverton, Northfield Falls, Roxbury, East Gramville, Braintree, Randolph and Bethel, Vt.; a rate of 10½c to Essex Junction, Williston, Richmond, Jamesville, Bolton, North Duxbury, Waterbury, and Middlesex, Vt.; and a rate of 10½c to Milton, Colchester, Fort Ethan Allan, Winoski, Burlington, Essex Center, and Jericho, Vt., effective May 27.

C. G. W. in Sup. 27 to 14,481 quotes rates on grain, grain products and seeds (applying only on shipments brought into Kansas City, Kan., Kansas City, Mo., St. Joseph, Mo., Leavenworth, Kan., Atchison, Kan., Council Bluffs, Ia., Omaha, Neb., and South Omaha, Neb., via any railroad and on grain products manufactured from grain originating beyond) from Kansas City, Kan., Kansas City, Mo., St. Joseph, Mo., Leavenworth, Kan., Atchison, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb.; to stations on the C. G. W., also East Dubuque (when destined east of Illinois-Indiana state line), effective June 15.

Supply Trade

In no real sense does the advertiser pay for the advertising—and neither does the consumer. It is paid for by the saving effected through the better use of the equipment. The right kind of advertising reduces selling costs.—Mahin's Messenger.

Minneapolis, Minn.—Strong-Scott Mfg. Co. has just received a very pleasing order for seven Richardson Automatic Scales, each of 1500 bu. capacity, from the Springfield Mfg. Co., Springfield, Minn., who intend the installation for one in their mill and six in their elevators. Another Strong-Scott order is one for the complete feed mill equipment for the new plant of E. W. Shadewald, Toronto, S. D.

Minneapolis, Minn.—C. H. Benson, who has many friends among elevator owners and operators of the Northwest, thru his long business experiences as an elevator constructor, has recently taken the agency for the sale of the Sonander Automatic Scale. He is of the opinion that in his territory, which is to be Minn., North and South Dakota, Mont. and the Western half of Wis., there are many indications of coming good business in his new connection.

Chicago, Ill.—The Buckeye Cotton Oil Co. has recently ordered large Hess Driers to be installed at its oil mills at Little Rock, Ark., and Jackson, Miss. Last year the Hess Co. installed seven driers at various plants for this company. Its total investments in driers aggregating close to \$80,000, rather a convincing argument in favor of Hess Driers for cotton seed, showing that it has met the requirements in this comparatively new field, as fully as it has for corn and other grains.

Morris, Ill.—Appreciation of the excellent features of the Challenge Improved Reversible Wagon Dump is shown by the many orders being secured by the Challenge Mfg. Co. Among the recent ones sold are those to Central Grain & Lbr. Co., Central, Morris p. o., Ill., and Wm. Cliggitt, who has installed two of the Reversible Challenge in his his new elevator at Oswego, Ill.; the Farmers Elvtr. Co., George, and E. M. Cassady, Whiting, Ia.; the Kinsley Mfg. Co., Kinsley, Kans., and the Farmers Elvtr. Co., Iowa Park, Texas.

Minneapolis, Minn.—A stream of orders continue to reach L. E. Taylor & Co. for the Englehart Flexible Spout Holder and Car Loader manufactured by them. Some additional sales in Iowa are those to Somers Elvtr. Co., Somers, Farmers Elvtr. Co., Moneta, Farmers Elvtr. Co., Gowrie, Follert & Emmert, Dewar, F. G. Peterson, Moorland, Farmers Elvtr. Co., Duncombe, Farmers Elvtr. Co., Boxholm, W. H. Hubbard, Paton, Hunting Elvtr. Co., Plymouth, Farmers Elvtr. Co., Stratford, and Trans-Mississippi Grain Co., Webster City, Iowa.

Owensboro, Ky.—The recent boom in the milling industry with the grain dealers of Oklahoma seems to be directly attributable to the many qualifications of the Midget Marvel Mill. Among Oklahoma dealers who have already secured installation or contracted for early delivery, are Lucian Grain & Coal Co., Piedmont, Denison Mill & Grain Co., Roff, who are installing a 25 bbl. capacity, and W. C. Broberg, Buffalo, who has bought

a complete 50 bbl. Midget outfit to be installed in time to take care of the new wheat crop which is said to be especially fine in Harper County.

Muncy, Pa.—Sprout, Waldron & Co. have recently made considerable progress in the manufacture of a line of Corn Crackers and Oat Crushers, which are said to be most durably built and give the desired results. The Corn Crackers are equipped with a special form of corrugation and of differential. The machine is equipped and self-contained, not only for that class of work, but also for separating nails and pieces of iron by means of a Magnetic Separator, from the grain before it goes to the rolls, making delivery of corn in a fine and even stream. These machines are heavily constructed and are equipped with the Monarch Special Type of Phosphor Bronze Interchangeable Bearings and with a special form of Brush Sieve Cleaning Device under every sieve. Recent installation in Chicago concerns, of both the Corn Cracker and Oat Crusher, have been made for the Howard Hanks Co. and R. W. King & Co., while orders have been given for a line of similar machines for Argile & Kirby and Herman Knoke Co., also of Chicago. These sales have been by the manager of the Western office, Geo. J. Noth.

WE ARE very much pleased with the Grain Dealers Journal and think it covers everything of interest to the grain shipper and dealer.—Jas. C. Lutes Grain Co., Grant City, Mo.

I LOOK for the worthy Grain Dealers Journal every two weeks as I do for my pay envelope and scan the pages with interest.—W. R. Kinsey, mgr. Sykesville Lbr., Coal & Grain Co., Sykesville, Md.



New 60,000-bu. Concrete Elevator of St. Albans Grain Co. at St. Albans, Vt. For Description see Page 739 of Grain Dealers Journal for May 10, 1914.

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

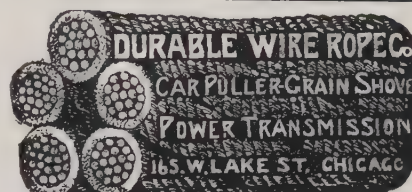
TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

4 Chippewa Ave. South Bend, Ind.



Transit Leaks

are unknown to the grain shippers who use

Kennedy Car Liners

Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

The Kennedy Car Liner

is the only device offered the grain shipper that makes a car Leak-Proof.

CHEAP—MODERN—PROFITABLE

Write now for particulars

The Kennedy Car Liner & Bag Co.

SHELBYVILLE, INDIANA, U. S. A.

MOISTURE TESTERS



With Copper Flasks, for gasoline, gas, alcohol or electricity, or with Glass Flasks, for gas or alcohol, conforming exactly with government specifications.

Prices \$30.00 upward.

Free Booklets.
Instant Delivery.

Sieves, also, for percentages of cracked and broken corn.

HESS WARMING & VENTILATING CO.

907 Tacoma Bldg., CHICAGO

MAKERS OF
HESS DRIERS

The Original Brown-Duvel
Tester for Alcohol.
Price \$32.00.

Ask us for a Free copy of the Federal Corn Grades, printed on heavy board. You'll be sure to want it or reference.

Supreme Court Decisions

Valid Agreement Not to Compete.—

Where a lumber dealer in a small town purchased the business of a competing dealer, and as a part thereof the seller agreed not to again engage in the business in the town, the contract was not void as in restraint of trade; it affording fair protection only to the purchaser and not injuriously affecting the public.—*Kimbro v. Wells*. Supreme Court of Arkansas. 165 S. W. 645.

Manager Cannot Deal in Options Contrary to Resolution of Directors.—The sureties of the manager and grain buyer of an elevator company, on a bond conditioned upon the faithful discharge of his duties and the accounting for all grain and money received by him, are liable for losses sustained by his dealings in options in violation of a resolution of the directors of the company.—*Farmers Elevator Co. of Waverly v. Swanson*. Supreme Court of South Dakota. 146 N. W. 586.

Recovery of Freight Overcharge.—Payment of an overcharge of freight to a common carrier is not in law a voluntary payment which cannot be recovered. A delivering carrier could not escape liability to repay excess freight charges collected by it, because, when it received the cars from the initial carrier, it also received statements of the freight charges at the unlawful rates and paid to the initial carrier a part or all of the excess freight collected.—*B. & O. S. W. Ry. Co. v. Shirk*. Appellate Court of Indiana. 104 N. E. 864.

Injured While Unloading Car of Hay.—Where a railroad transported a car load of hay, and placed it on the side track for the consignee, its contract being merely for the transportation, it taking no part in the loading or unloading, it was not liable for an injury to consignee's employee caused by a bale falling upon him when he opened the door to unload, due to negligent loading by the consignor, since in such a case, the carrier is under no duty to inspect.—*Uriah H. Lewis v. Fulton, N. Y., v. New York, Ont. & West. Ry. Co.* Court of Appeals of New York. 104 N. E. 944.

Confirmation Insufficient to Make Contract Complete.—Where the buyer wrote that, in accordance with a conversation between its agent and the seller, it booked a purchase of 1,000 bushels of wheat, "subject to our weights and inspection," and the seller wrote sending B/L for about 700 bushels, sold to the buyer's agent, but saying nothing about weights or inspection, the letters could not be considered a complete contract, and the conversations between the buyer's agent and the seller were admissible.—*Washburn-Crosby Milling Co. v. Brown*. Appellate Court of Indiana. 104 N. E. 997.

Shipper's Grain Protected Under Terminal Warehouse Policy.—A grain warehouseman may procure a valid insurance policy covering merchandise which may be subsequently stored with him. The bailer of goods destroyed by fire while stored in a warehouse may adopt the benefit of insurance previously effected by the warehouseman if he notify the latter before proof of loss is made. An insurance policy issued to a grain warehouseman, securing him against loss by fire on merchandise incidental to his business, and consisting chiefly of "grain products * * * their own or held in trust * * * or consignment * * * while contained in * * * elevator," will cover malt not then in the warehouse, but subsequently shipped thereto, though the shippers have made no arrangements with the warehouseman relative to insurance.—*Johnson v. Stewart*. Supreme Court of Pennsylvania. 90 Atl. 349.

Suit on a Reparation Order.—Where plaintiff sued on a reparation order of the Interstate Commerce Commission, the finding of the Commission that the rate charged plaintiff was unreasonable and the fixing of the excess over the reasonable rate constituted a prima facie case in favor of plaintiff's right to recover the difference, and no evidence to the contrary having been offered, and both parties having moved for a peremptory instruction, the court properly directed a verdict for plaintiff.—*St. Louis S. W. Ry. Co. v. S. Samuels & Co.* U. S. Circuit Court of Appeals. 211 Fed. 588.

Seed Dealer Protected by Disclaimer.—

Where a seed company sold a quantity of seed peas under a written contract, which did not specify the variety, but upon an order for a certain variety, and inclosed in each sack a printed slip stating that it did not warrant the peas to be true to name, and that the acceptance of them would be a consent to such stipulation, and there was evidence that it was the general custom in the seed trade to refuse to warrant varieties, the sale was made without warranty as to variety, and none could be implied.—*Seattle Seed Co. v. Fujimori*. Supreme Court of Washington. 139 Pac. 866.

Limitation of Carrier's Liability.—Where a clause in a B/L issued to a shipper and signed by him declared that, having the option of shipping the goods at a higher rate without limitation as to value in case of loss, or damage from causes which would make the carrier liable, he agreed to a specified valuation because of a lower rate, no recovery against the carrier could be had for a greater amount than the specified valuation, even though the goods were lost thru the carrier's negligence, for, while a common carrier cannot exempt itself from negligence by general words, the stipulation was explicit.—*Boyle v. Bush Terminal R. Co.* Court of Appeals of New York. 104 N. E. 933.

No Recovery of Margins from Bucket Shop.—The court of this state, prior to the enactment of a statute upon the subject, held that a contract to operate in grain options, to be adjusted according to advances in market value, and without the intention of either party that any grain should actually be bought, or sold, or delivered, is a contract for a gaming transaction, against good morals and public policy, and have consistently refused to lend their aid to either party to such a transaction. In 1907 an act was passed making the keeping of a bucket shop unlawful, and imposing a penalty upon any person keeping or operating one (Cr. Code, § 226a). Held, that the enactment of this statute did not affect the previous doctrine of this court, and that an action to recover the amount paid to a bucket shop keeper as margins cannot be maintained.—*Wallace M. Boon v. Herbert E. Gooch*. Supreme Court of Nebraska. 146 N. W. 930.

Defendant in Reparation Suit Entitled to Trial by Jury, Which Is Not Bound by Interstate Commission's Findings of Fact.—A finding made by the Interstate Commerce Commission that plaintiff was charged an unreasonable rate as a shipper by defendant, and an order of the Commission awarding plaintiff damages in a sum representing the difference between the amounts paid by him under such rate and what he would have paid under a rate found to be reasonable do not constitute evidence making a prima facie case, since others than plaintiff as the shipper may have sustained the actual pecuniary loss from the overcharge, and the statute authorizes the recovery only of actual damages sustained by the plaintiff, and not of a penalty. The statute although making the findings of fact of the Commission prima facie evidence of the facts found, does not make such facts prima facie evidence of anything; but their pertinency and evidential weight and value are for the determination of the court and jury as in other civil cases.—*Lehigh Valley R. Co. v. Meeker*. U. S. Circuit Court of Appeals. 211 Fed. 785.

Limitation of Carrier's Liability.—A special contract executed between a common carrier and a shipper, in consideration of a lower freight rate, providing that in case of loss or damage to the property the liability of the carrier shall not exceed a maximum valuation per 100 pounds, is not a contract attempting to exempt the carrier from liability on account of its own negligence; and if the contract is reasonable and just, and has been fairly entered into by the shipper, the same will be upheld as a proper and lawful means of determining the amount of the carrier's liability in case of loss.—*Missouri, O. & G. Ry. Co. v. Porter*. Supreme Court of Oklahoma. 139 Pacific 954.

Warranty of Seed.—To recover under an implied warranty on the ground that seed corn was unfit for the purpose for which it was sold, there should be substantial evidence showing that it was not fit for seed, and a mere complaint by those to whom plaintiff sold seed corn purchased from defendant will not establish a breach of warranty. Where defendant, who sold seed corn to a retailer, agreed to refund the purchase price of all corn returned by the retailer's customers, there can be no recovery under the agreement upon mere proof that the retailer's customers complained of a number of bushels, without any showing that they were unfit for seed or were returned.—*Natchez Drug Co. v. Ratekin Seed House*. Supreme Court of Iowa. 146 N. W. 865.

Time for Filing Claims.—The provision of Interstate Commerce Act (Act Feb. 4, 1887, c. 104, § 16, 24 Stat. 384 [U. S. Comp. St. 1901, p. 3165]), as amended by Act, June 29, 1906, c. 3591, § 5, 34 Stat. 590 (U. S. Comp. St. Supp. 1911, p. 1301), that "all complaints for the recovery of damages shall be filed with the Commission within two years from the time the cause of action accrues, and not after, * * * provided, that claims accrued prior to the passage of this act may be presented within one year," does not by the proviso permit the filing within one year of claims accrued prior to the passage of the amendatory act without limitation, but the proviso applies only to claims accrued not more than two years prior to its passage.—*Lehigh Valley R. Co. v. Meeker*. U. S. Circuit Court of Appeals. 211 Fed. 785.

Use of Scales Free.—Where defendant purchased scales with knowledge that plaintiff had the right, under a written contract with the seller, to use the scales free, plaintiff's right was not affected by the fact that defendant purchased the scales by a verbal contract, so that defendant cannot defeat plaintiff's action to enforce his right to use the scales, because defendant's contract was unenforceable under the statute of frauds. If defendant continually protested and persistently objected to plaintiff's using certain scales owned by defendant, free of charge, plaintiff could sue to enforce his contract rights to use the scales, though defendant did not directly and positively refuse to weigh for plaintiff.—*Elder v. Offutt*. Court of Appeals of Kentucky. 165 S. W. 424.

Rescission of Contract for Malt.—A provision, in a contract for the sale of malt to be shipped as ordered, that if not ordered as required by the contract, the seller might charge one cent a bushel per month during the continuance of the delay, and that if all the malt was not ordered within the contract period, the seller might cancel the contract for the unshipped balance, or continue to carry the malt at such stipulated price, did not destroy the mutuality of the contract, as the seller would by the general law have such a choice of modes of redress, but merely fixed in advance the damages for delayed performance. Under a contract for the sale of malt, by which it was agreed that the seller would not quote prices on malt to other persons in the buyer's state, a sale of malt to another party in such state did not entitle the buyer to rescind, unless he was thereby prevented from selling the malt purchased by him at a satisfactory price.—*Mayo v. American Malting Co.* U. S. Circuit Court of Appeals. 211 Fed. 945.

Insurance Notes.

The Department of Labor and Industry of Pennsylvania selected H. V. White, pres. of the White Mfg. Co. of Bloomsburg, Pa., to appoint a com'tee whose work would be to make a set of rules governing protection of machinery of all industries thruout the state.—M.

Meeting of Insurance Fieldmen.

The seventh annual meeting of the Mill and Elevator Mutual Fire Insurance Field Men's Ass'n was held in Chicago May 19th to 22d.; all sessions being held at the La Salle Hotel. Many excellent addresses were delivered on fire hazards and their reduction and many earnest discussions were conducted on different features of the Fieldmen's work. Each day the entire association took luncheon together and generally they spent the evenings together so that many improvements should be effected in the fire hazards of the mills and grain elevators during the coming year by those so fortunate as to be in attendance at all sessions.

J. J. Fitzgerald, Pres. of the Ass'n, presided at all sessions.

On Tuesday evening the Fieldmen and office men as well as the directors of the Grain Dealers' National Mutual Fire Insurance Ass'n had a shingle roof dinner as guests of Inspector R. W. Baker who reported more shingle roof elevators covered with iron during the past year than any other. Field Inspector George Traut was second.

On Wednesday evening all Fieldmen were the guests of the Miller's Mutual Fire Insurance Ass'n of Illinois at a theater party.

The election of officers resulted in the election of R. G. Shaw, president; C. R. VanDyke, vice-pres.; C. B. Sinex, treas.; Wm. A. Reed, sec'y. Governing Board: R. S. Danforth, T. M. VanHorn, J. C. Adderly.

Inspector C. E. Alexander of Canton, Ohio, was called home on account of the illness of his wife. She died before the session adjourned and the members sent a telegram of condolence also a large consignment of flowers. The wife of J. C. Adderly was also taken ill during the convention which deprived him of attending some of the sessions but on last account she was rapidly improving. Next year the sessions of the Fieldmen will be held the second week of May and will start with Monday.

Feed Manufacturer Meeting.

(Continued from page 841.)

Conkey, Cleveland, O.; Wm. P. Cutler, Chicago.

W. A. Dolman and M. C. Peters, of the M. C. Peters Mfg. Co., Omaha, Neb.; F. L. Dunlap, Chicago; Sherman T. Edwards, Chicago; Langdon Evans, Chicago; J. J. Ferguson, Chicago; L. B. Forst, Food & Drug Laboratory, Chicago; D. B. Fraser, Buffalo, N. Y.; G. F. Geist, Chicago; J. H. Genung, Indianapolis, Ind.; A. J. Glover, Ft. Atkinson, Wis.; J. M. Gray, Chicago.

Byron Haywood, Kansas City, Mo.; J. K. Haywood, U. S. Dept. of Agriculture, Washington; Geo. W. Hoover, Bureau of Chemistry, Chicago; Walter Howell, Union City, Tenn.; H. C. Joehnk, Lyon, Ia.; T. K. Johnson, Com. of Agriculture of Ohio, Columbus, O.; J. H. Joyenx, Baltimore, Md.; O. E. Kellar, Minneapolis; L. H. Kreiver, Chicago; L. H. Kremer, Chicago; Chas. Krause, Milwaukee, Wis.; Wm. W. McGalliard, Illinois State Food Commission, Chicago; F. A. McLellan, Buffalo, N. Y.; L. J. Meader, New York; Steven

Minter, Indianapolis, Ind.; J. T. Morgan, Memphis, Tenn.

J. B. Newman, Chicago; Geo. J. Noth, Stevens Soars, and Chas. Waldron, of Sprout, Waldron & Co.; W. E. Palmatier, Omaha, Nebr.; G. E. Patterson, Omaha, Neb.; Maurice Pincoffs, Chicago; E. D. Redfern, State Chemist Nebraska; W. A. Reynolds, Charlotte, N. C.; A. S. Roberts, Lafayette, Ind.

Prof. Elmer S. Savage, Cornell University, New York; J. W. Shomaker, Hammond, Ind.; J. E. Sims, Minneapolis, Minn.; W. R. Smith-Banz, Jackson, Miss.; F. G. Smith, United States Food Inspector, Chicago; F. M. Smith, Chicago, rep. Huntley Mfg. Co.; C. A. Snyder, Chicago; E. C. Stacy, Tiffin, O.; F. R. Stanson, New York; Charles Staff, Detroit, Mich.; G. Sturupp, Chicago; W. E. Suits, Chicago.

G. A. Tasker, Chicago; L. M. Tolman, Bureau of Chemistry U. S. Dept. Agric., Chicago; J. D. Turner, Lexington, Ky.; G. J. Viehman, Minneapolis, Minn.; Wm. Wallace, Milwaukee, Wis.; Wm. Watson, Chicago; Otto Weis, Wichita, Kans.; H. P. Wilkins, Chicago; J. M. Wogan, New Orleans, La.; C. P. Wolverton, Buffalo, N. Y.; B. E. Worley, Chicago.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

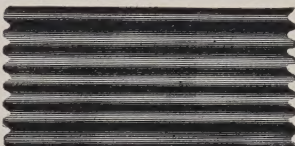
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JAY A. KING, President GEO. A. WELLS, Secretary

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Regarding Short Term Grain Insurance

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Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c.



The
SYKES
Company
Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

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Luverne, Minnesota

Write Elevator and Grain Insurance on the purely Mutual Plan, with Cash Dividends Annually.

Write the Secretary
for Rates.

E. A. BROWN, Pres.
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E. H. MORELAND, Sec.
B. P. ST. JOHN, Treas.

Hot Boxes

Who is to blame for the Million Dollar loss from Hot Boxes in mills and elevators in the last three years? We would like to know.

Millers National Insurance Co.,
Chicago, Ill.

Western Millers Mutual Fire Insurance Co.,
Kansas City, Mo.

Ohio Millers Mutual Fire Insurance Co.,
Canton, Ohio.

Pennsylvania Millers Mutual Fire Ins. Co.,
Wilkes-Barre, Pa.

Mill Owners Mutual Fire Insurance Co.,
Des Moines, Ia.

The Millers Mutual Fire Insurance Co.,
Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co.
Ft. Worth, Texas.

Michigan Millers Mutual Fire Insurance Co.,
Lansing, Mich.

Grain Dealers National Mutual Fire Ins. Co.,
Indianapolis, Ind.

Send information to the

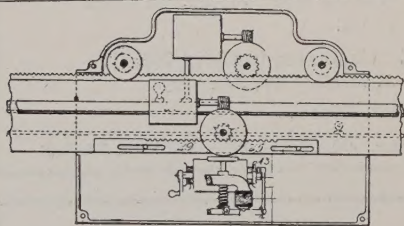
MUTUAL FIRE PREVENTION BUREAU
OXFORD, MICHIGAN

Patents Granted

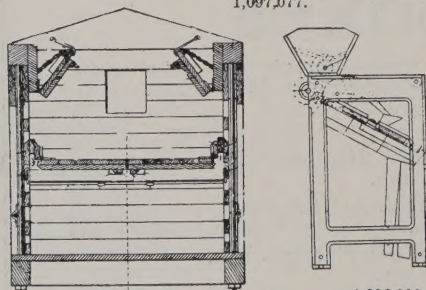
Convertible Stock and Grain Car. No. 1,097,304. (See cut.) John C. Cottrell, Kingsley, Ia. In the convertible car shown in the accompanying diagram, pivotal leaves are arranged on the end walls and are connected with other pivotal leaves which together with bars are adapted to fit into pockets in the end walls and move along a track on the side walls supporting lower side wall linings hinged to side walls and so arranged as to raise, thus forming an intermediate deck.

Track Scale. No. 1,097,077. (See cut.) Alfred Bousfield, St. Johnsbury, Vt. The scale consists of an automatically shiftable poise operating on a scale beam on which are raised figures, an electric circuit and a track trip for closing the circuit. Within the poise is a second poise. Both of these are operated by separate reversible electric motors which are set in action when the platform of the scale receives the load and within the second poise is a tape arranged to wind on a drum and also to come in contact with the raised figures of the beam when the operation of weighing has been completed.

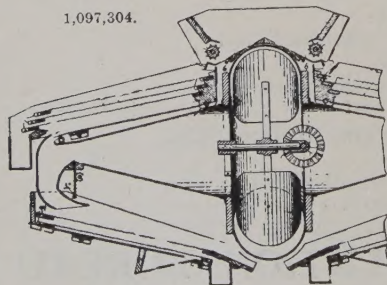
Double Suction Grain Cleaner and Grader. No. 1,096,335. (See cut.) Warren Watts, Hayes township, Clay county, Kan. In this device an upper and lower screen casing in which are inclined screens are operated by a pulley and shaft moving them simultaneous toward and away from each other. These casings, which are supported on a frame are connected by a vertical chute whose lower end is curved laterally and whose upper is attached to a conduit in which is the suction fan. The grain passes thru the chute allowing the suction fan to draw the air thru it twice, thus taking off the dirt particles into the conduit thru an adjustable sliding gate in its end.



1,097,077.



1,097,304.



1,096,335.

Feed Device for Bean Picking Machine. No. 1,096,399. (See cut.) Charles E. Smith, Saginaw, Mich. The feeding device comprises a feed hopper with an inclined bottom arranged over a feed roll. The roll is grooved with a number of continuous peripheral grooves which operate in conjunction with beveled ridges on a longitudinal opening in the bottom of the hopper. From respective grooves chutes conduct the feed from the feed roll.

Crop Improvement.

UNIFORM VARIETY will be the subject of a circular which the Crop Improvement Com'te will spread broadcast about July 1. It will be sent to grain dealers and millers with the request that they call meetings and urge the farmers in their particular section to experiment and agree to raise one variety of each grain. The Com'te hopes in this way to create a desire for better grades which are bound to follow thru the mixing of only one variety of grain in a bin.

A SHORT COURSE on the characteristics of wheat was recently directed by F. H. Demaree, Agronomist of the Crop Improvement Committee for the benefit of the members of the Chicago Board of Trade. The meetings were held every Tuesday and Thursday after the close of the market and it is said that pit traders turned out in large numbers, evidently in the belief that they may at some time do a cash business where this information would be of great help to them. The Com'te expects to hold similar meetings on corn and other grains next year.

THE REPORT of the 156 county agents sent to the office of Farm Management at Washington, Jan. 1, of the work for the year of 1913 shows a total acreage of 306,748 grown under their supervision, of which 124,782 acres were corn, 90,775 wheat, 26,166 oats, 22,426 clover and 28,299 alfalfa. This force has been more than doubled since the report and it is said that over half of the old force had been on the ground less than six months, hardly time enough to get acquainted, so that it is expected there will be over four times as much ground covered this year.

I CERTAINLY could not be in the grain business without the Grain Dealers Journal as I have learned some efficient lessons by the experiences of other dealers thru its columns.—C. I. Evilsizer, Urbana, Ohio.

RUSSIA is to greatly increase its elevator system by the erection of a number of grain storing houses, among which will be three of 1,500,000 pounds (24,200 tons) each, to be located at Lickhachevo, Barkenovo and Kharkov. In addition to these three large houses, elevators will be built at the following points: Poltava, Lozovoia, Constantinograd, Kremenchug, Grebenka, Veselom, Podol, Prilukakh and Kobeliakakh in the government of Poltava, but as yet no figures have been given out as to the sizes to be erected.

GREAT ALARM at the prospect of another total failure of the oat crop is spreading among farmers in the vicinity of Liverpool and other districts, due to the re-appearance of the voracious insect known as the "frit" fly (*Oscinis frit*), in extremely large numbers. This scourge, two years ago, almost totally destroyed the oat crop of the country, hence the apprehension at its re-appearance. It is thought the mild winter and dry spring have combined to encourage the great multiplication which is still in a state of rapid advancement.

Books Received

SEEDS AND SEED TESTING FOR FARMERS by C. T. Musson gives valuable information to the grower as to the suitability, freedom from disease, quality, purity and germinating capacity of seeds. It contains 36 pages and is issued as Farmers Bulletin 73, Department of Agriculture, New South Wales, Australia.

THE RED BOOK, the authority for statistical information relating to grain, seeds, cotton and stocks, the crops, imports and exports of the principal countries, with daily price records of commodities dealt in on the Chicago Board of Trade, is a most valuable publication for ready office reference. Paper, 54 pages 9x13, by Howard, Bartels & Co., Chicago.

IRRIGATED FIELD CROPS in Western Nebraska, by Fritz Knorr, Supt. of the Scottsbluff Experiment Farm, gives numerous suggestions based mainly upon the results of experiments as carried on by the experiment station. In it the best method of planting, the cheapest and best methods of irrigating, and the crop best adapted to irrigation, are outlined. The bulletin is free to the residents of the state upon application for Bulletin No. 141, to the Director, Agricultural Experiment Station, Lincoln, Neb.

WHEAT, by H. L. Bolley, botanist for the North Dakota Agricultural Experiment station, is a comprehensive treatise on the deterioration of this plant as observed in a number of years' experimental work by Mr. Bolley and his corps of assistants. The subject is handled from the point of view of soil trouble, seed deterioration, cropping methods and possible methods of control. The 94-page bulletin outlines the origin of the plant, the influence of climate and soil, its growth, cultivation and diseases, and contains 45 illustrations on these various phases. Free to all within the state. Bulletin No. 107, Experiment Station, North Dakota Agricultural College.

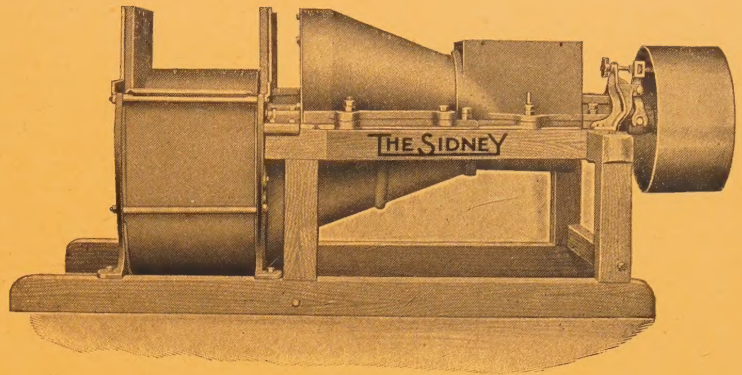
CORN-LEAF BLOTCH MINER, by W. J. Phillips in the Journal of Agricultural Research of the Department of Agriculture, deals extensively with this little insect pest, delineating its characteristics, habits, manner of working propagation and history. It shows that the insect infests corn most generally, particularly young corn, but is not confined entirely to this plant. As yet the Blotch miner has not proved a serious pest, owing to its many parasites, but Mr. Phillips thinks that it may become such because of its wide distribution and destructive possibilities. The bulletin contains 31 pages and 8 illustrations.—Reprint in Journal of Agricultural Research, Department of Agriculture, Washington.

EUROPEAN wheat supplies are short, and even with heavy shipments from Russia and the Danube, must come to this country for supplies. Our present crop prospects are favorable now as they can be at any time during this crop year, and any deterioration in our growing prospects would cause a very rapid advance.

CANADIAN OATS are now above a parity with Western oats, so that for the present their competition is not felt. Another large decrease in the visible supply and a continuation of light receipts at primary points caused an advance of about one cent per bushel. It is not likely that the movement from first hands will show a material increase until corn planting is finished. Meanwhile, present premiums will probably be maintained. The volume of business, however, has been much smaller and the demand from interior points has fallen off considerably. Spot conditions show very little change, with offerings moderate and firmly held.—L. W. Torbell & Co.

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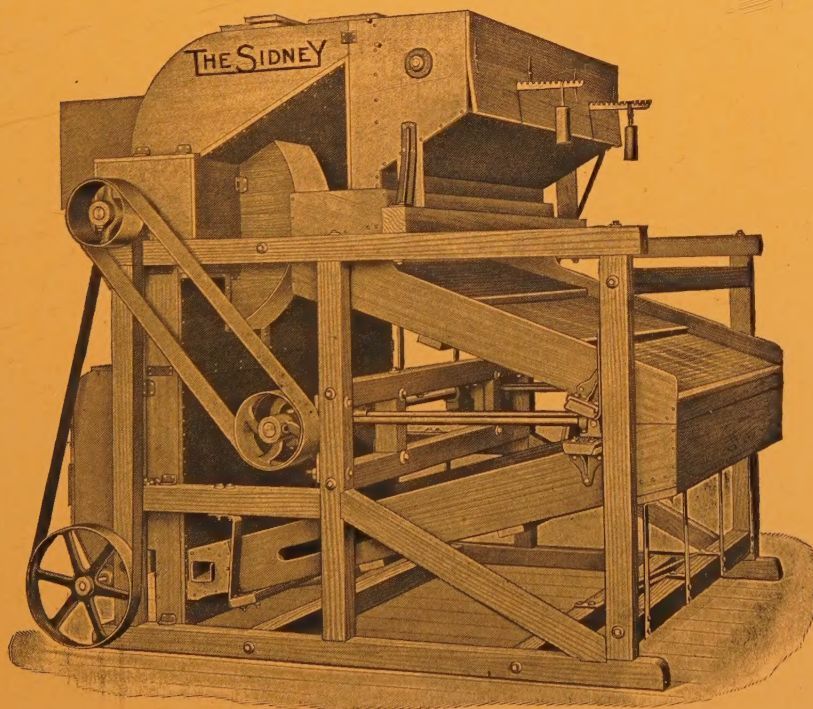
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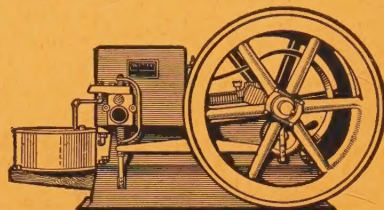
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